

Co-day's Advertisements.

LETTERS PATENT.

IN THE MATTER OF ORDINANCE No. 2 OF 1899, AND
IN THE MATTER OF THE PETITION OF SOREN LEMVIG FOG AND AAGE GEORG KIRSCHNER BOTH OF STOCKHOLM-GADE, 43, COPENHAGEN IN THE KINGDOM OF DENMARK FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG OF AN INVENTION FOR AN IMPROVED PROCESS FOR THE MANUFACTURE OF MATCHES.

NOTICE is hereby given that the PETITION, SPECIFICATION and DECLARATION, required herein by ORDINANCE No. 2 of 1899 have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said SOREN LEMVIG FOG and AAGE GEORG KIRSCHNER by Messrs. JOHNSON, STOKES and MASTER, Solicitors, their duly authorised Agents to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above named invention.

And Notice is hereby also given that a Sitting of the Executive Council before whom the matter of the Petition will come for decision will be held in the Council Chamber at the GOVERNMENT OFFICES, Victoria, Hongkong, on MONDAY, the 20th day of November, 1899, at 11 o'clock in the forenoon.

Dated the 16th day of November, 1899.
JOHNSON, STOKES & MASTER,
Solicitors and Agents,
for the said
SOREN LEMVIG FOG and
AAGE GEORG KIRSCHNER.

FULLER LODGE OF INSTRUCTION.

THE REGULAR MEETING of the above Lodge will be held in the FREEMASONS' HALL, Zealand Street, on SATURDAY, the 18th instant, at 8.30 p.m. When the Address will be given by Wm. Bro. H. W. WOLFE, on the Principle of the Lodge. Visiting Brethren M.M. are cordially invited to attend.

Hongkong, 16th November, 1899. [14324]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship

"HAINUN,"
Captain Hudgins, will be despatched for the above Port, TO-MORROW, the 17th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARLAIN & Co.,
General Managers.

Hongkong, 16th November, 1899. [14314]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. JEROME,"
will be despatched for the above Port on or about the 19th instant and will be followed by
"S.S. 'AFGHANISTAN'."
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 16th November, 1899. [14315]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"IDOMENEUS,"
Captain Riley, will be despatched as above on TUESDAY, the 12th December.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th November, 1899. [14334]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1847.

SCOTCH WHISKY.

- A.—THORNE'S BLEND, White Capsule \$10.80
- B.—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.80
- C.—WATSON'S ABERLOCH GLENLIVET, Red Capsule, with Name and Trade Mark 12.00
- D.—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40
- E.—WATSON'S VERY OLD Liqueur Scotch Whisky, Gold Capsule 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Scotch Whiskies, of greater age than most brands in the market.

ABERLOCH GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price. D is well known for its fine flavor.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & Co., Limited.
THE HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertising, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor. Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

MARRIAGE.

On the 7th November, at Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., GEORGE CAULTON, of Nottingham, England, to ANNIE FRANCES, daughter of Joseph Morgan, I. M. Customs, Shanghai.

DEATH.

At the Shanghai General Hospital, on the 7th November, THOMAS WILLIAM WRIGHT, aged 48 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 16, 1899.

Although there is but little prospect at the present moment of any of the European Powers coming forward as champions of the Boer cause and so plunging England into a European war, yet Lord Salisbury's speech at the Mansion House cannot but be interpreted as a direct warning to our continental neighbours that we are prepared to resist to the utmost our interference with our South African plans. We do not for a moment suppose that any Power desires to rush to President Kruger's aid, but still one or other of the more hot-headed ones might have evinced a desire to do so and Lord Salisbury's warning words may, for all we know to the contrary, have been evoked by the statement of the *Times* to the effect that letters of marque had been issued by President Kruger both on the Continent and in America. The mere fact of a privateer being allowed to escape from any foreign port would point strongly to the fact that the authorities of the place from which she sailed had winked at her fitting out, and perchance Lord Salisbury wished to warn the Powers that it would be as well to keep their eyes open in order to prevent another *Alabama* claim becoming a necessity.

But although the Powers are likely to remain neutral so far as the Boers are concerned there are other ways in which they can thwart Great Britain, and at the same time further their own ends. We all know that at the present time the expansion fever is epidemic throughout the whole of the civilized world. Those Powers who have advanced with sufficient rapidity along the path of progress to either maintain their position as Powers of the first class, or who have, by awakening to the necessity of progress, gained a place of importance for themselves in the scale of nations, see, only too plainly, that the time has come for the disruption of effects and decaying empires and the absorption by other and more powerful states of those which fall behind in the great race for supremacy, or lack the necessary stamina to maintain an existence in the great struggle of the survival of the fittest. This may well come to pass that certain Powers may seek to gain advantages for themselves while they imagine that Great Britain's whole attention must be absorbed in the war which she now has on hand in South Africa. Indeed, there are already signs that such is the case.

Russia we know has ever dreamed of a Russian Asia; of gradually pushing forward until she has ousted all other Powers and established an Empire stretching from the Baltic to the Pacific and from the Indian to the Arctic Ocean. Ever on the alert, she pushes her influence forward by degrees, a bit here, and a bit there always advancing slowly, often almost imperceptibly, but nevertheless surely. Now and again she comes forward too rapidly and attracts attention but is always ready to apologise and to express to the objector the assurances of the benevolence of her intentions, but there the matter ends. Once she moves forward she never retreats.

Russia, we are told, has now evinced an inclination to push forward into Persia, as was only to be expected, and the *Times* Correspondent at St. Petersburg now informs us that the preparations are completed for a Russian advance on Herat at any moment. Of course Russia has a reason, she always has for all her acts, but we do not think that her apprehension of disturbances in the event of the Amer's death will be accepted by the average Englishman as the true one. It would be far nearer the truth, we believe, if less diplomatic, were Russia to openly state that she is only awaiting the further weakening of our Indian army, by the despatch of another contingent for South Africa, to move forward and seize Afghanistan, if, indeed, she is not contemplating such an advance at once without awaiting the above contingency.

In the Far East we know that Russia is striving to gain a foothold in Korea and that in this she is being strenuously opposed by Japan. Japan evidently sees plainly that she will have to come to blows sooner or later, and Japanese papers have expressed regret at the fact that Great Britain, whom they regard as the policeman of the Far East, should at the present time be engaged with the South African campaign, as they fear that Russia may take advantage of this to carry out her wishes, and that Japan will be deprived of British aid in opposing her advance. It is asserted by some, and probably with more than the proverbial grain of truth, that a secret understanding or agreement exists between Great Britain and Japan to the effect that in the event of the latter being engaged in a war with Russia the aid of the British fleet will be forthcoming. The present activity in naval circles here lends colour to this supposition, for the Naval Yard is more busy than is compatible with the assertion that the activity is simply occasioned by the anticipated arrival of the fleet. It is rumored that the destinations of certain vessels have been changed and that the fleet is to be prepared for a cruise.

Considering that the summer cruise is usually the only one undertaken by the fleet during the year this looks as though some demonstration was being prepared for. At all events, we shall do well to keep a close eye upon Russia during the next few months and we shall not be surprised to have another Russian war scare suddenly burst upon us.

REUTER'S TELEGRAMS.

THE WAR.

Ladysmith.

LONDON, November 14th.

All was well at Ladysmith up to the 9th.

The Re-inforcements.

14,038 re-inforcements have now arrived in South Africa.

Kimberley.

News from Kimberley dated 8th inst. says that the enemy is shelling the town but their fire is ineffective as most of the shells do not explode.

The Fifth Division.

Sir Charles Warren will command the fifth division in South Africa.

The Admiralty have chartered the fast Atlantic liner *Majestic* to convey troops to the Cape.

The German Emperor's Visit to England.

The German Ambassador has informed the Mayor of Portsmouth that the Emperor William will not be able to receive an address as his visit is a private one. The Emperor has also declined to lunch at the Mansion House.

Russia in Asia.

The *Times* Correspondent at St. Petersburg says that the fullest preparations are completed for a Russian advance on Herat at any moment, the alleged reason being apprehension of disturbances in the event of the Amer's death.

WEATHER REPORT.

The Observatory report says:—

On the 16th at 11.55 a.m. the barometer has risen in the Philippines, and is little changed on the China coast. The high pressure area is central over Mid China, and the depression is probably recurring near Balingtang Channel. Gradients remain steep, with heavy weather in the Formosa Channel and N.E. part of the China Sea. FORECAST:—Fresh N. winds; fair.

LOCAL AND GENERAL.

AUGUST ANDERSON, for being drunk and incapable went to prison for four days.

SAMUEL CURRIE, stoker of the H.M.S. *Centurion*, for being drunk and disorderly had to forfeit \$5.

MONSIEUR Chapelle, Archbishop of New Orleans, has been appointed Apostolic Delegate to the Philippines, as well as to Cuba and Puerto Rico.

WE learn that Captain Burdon, son of Bishop Burdon, who enlisted five years ago with the object of obtaining his commission, has just received the brevet rank of Major for his services during the Niger campaign. We congratulate Major Burdon upon his well-earned promotion.

A NUMBER of stolen Martini and Sniders in the possession of the Targi tribe, Gilgit, are now finding their way into the hands of the natives of Swat by purchase. With a view to keeping them out of harm's way an experiment is being tried by the British authorities of permitting selected levies to buy them for their own use, and to be used in the service of the Government.

THE *Osaka Mainichi* states that the United States formerly had no parcels post-exchange service with any other country. Now that a service has been opened between the United States and Germany, however, the Japanese Government has applied to the Washington Government asking for the opening of a service between the United States and Hawaii and Japan. The American Government has acceded to the request, and a Convention has been signed accordingly. The service will shortly be inaugurated.

AN East Anglian paper tells the following pathetic story of Lord Clanwilliam:—"Forty years ago, in the war with China, he was wounded in the arm. The surgeons of that day could suggest no other remedy than amputation; but Lord Clanwilliam preferred to face the risks of death to being deprived of his arm, and so the arm was not operated on. For the whole period of forty years he has been in daily pain, sometimes in torture. Lord Clanwilliam's arm has lately been submitted to the Röntgen rays, and it has at last been discovered what is the cause of all this pain. Embedded in the arm have been seen several jagged pieces of iron such as the Chinese use in their primordial ordnance.

ACCORDING to a Montreal correspondent, Sir William Van Horne now publicly admits, what has long been an open secret, that the Canadian Pacific Railway aspires to control the route from Euston-square to Yokohama, Hongkong and Australia, over which it could sell tickets with a guarantee of through connections. For this the Canadian Pacific required an Inter-Colonial road, for the lease of which it is prepared to guarantee that Canada shall be at no further cost and that rates shall never be higher, and he is willing that Canada should retain control upon questions of public policy. The scheme includes a steamer service surpassing anything upon the Atlantic, which would run to Canadian ports, and be calculated to attract passengers as the finest route. Besides passenger boats to Quebec and Halifax, freighters to Montreal are contemplated. These would be on a scale inferior to none. All the details of the scheme are to be worked out in ways calculated to advertise the Canadian enterprise in the most pointed manner. There would, for example, be uniformity in the designs of tickets, cars, and uniforms throughout the route. Sir William Van Horne says that this scheme will be the climax of his ambition.

CHARLES HOLLOWAY, Bombardier, was charged before Mr. Gompertz this morning with assaulting a Chinese woman and her child and was fined \$10.

A CRICKET MATCH was played to-day on the Club Ground between the Royal Welsh Fusiliers and H.M.S. *Endymion*. In their first innings the military team scored 166 to their opponents 142.

SIR Claude MacDonald, K.C.B., left this morning for Peking by the German mail steamer *König Albert*. During his short stay he has been the guest of His Excellency the Governor, at Government House.

THE exact number of deaths resulting from the explosion in the Takhi Mines near Shabrig on the Hunan Railway in India on the 12th inst., is officially given as 47. Not one of the men engaged in the deep working escaped.

COMMANDER Henderson, R.N., of the Naval Yard was a passenger for home by the P-and-O steamer *Shanghai* to-day. Commander Henderson has rendered himself very popular during his stay in the Colony and we feel sure that his many friends will join with us in wishing him *bon voyage*.

A MASTER of a College at Cambridge, having just recovered from a severe illness, was conversing with his trusted servant: "Yes, John, I was nearly gone, very nearly." "Lucky you wasn't quite dead," replied John, "for it's my belief if you had, the whole college would have gone there too." "There is now in the college as well known a *locus classicus* as the older *descensus Avern*."

YESTERDAY afternoon the annual session of the Licensing Bench was held. Mr. H. J. Gompertz was in the chair. All licences previously held were renewed with the exception of the Stag Hotel, the renewal of which was opposed by the police.

One new licence was granted to Bernard Jours for the Eastern Hotel, but the Bench refused to sanction the issue of a licence to Peter Hayes for "Happy Retreat." An application for the licensing of "Connaught" House, better known as the Windsor Hotel, was also refused.

In obedience to instructions received from the Provincial Treasurer at Soochow, says the *N. C. D. News* of 8th instant, Mr. Wang, who has been acting as Shanghai Magistrate for the past twelve months, will hand over his seals of office this morning to his successor Mr. Lan, who is already noted in these columns, is a Mohammedan. In view of the manner in which Mr. Wang performed his duties during his term of office here, his superiors here and in Soochow intend to send him back for another term in Shanghai, either as acting magistrate for another year or as a substantive officer for three years.

A NANKING dispatch gives some startling news of the recent dispersion of two battalions of modern armed troops belonging to the Nanyang Administration, who had been sent with two others under the command of a Tzotai, named Lin Chao-tung to Kiangsi to assist the Governor there in putting down the rioting against the R. C. Missionaries in Kuangching and Kanchow prefectures. The men belonging to the two battalions in question were evidently *Kohlo Hui* secret society men, and took their arms, ammunition and baggage away with them into the hills. Further particulars are being anxiously awaited by the Nanking Viceroy.—*N. C. D. News*.

THE Central Government having, according to a Peking official wire, received information that the Italian squadron in China intends, in view of reinforcements that are arriving, to make a descent on the Chikiang coast, has sent urgent instructions to Baron Li Kuang-chin, formerly Tzotai of Shanghai and now Provincial Judge of Chikiang and Generalissimo of the forces of that province, to concentrate all his men at Ningpo and Tchowfong and to make the former city his headquarters so as to be in a central position, in case of eventualities. It is also stated in mandarin circles at Shanghai that accurate information has been received of the intended movements of the Italian squadron and that the Central Government is preparing for all contingencies.

ACCORDING to the *N. C. D. News*, a New-chang dispatch states that, since his arrival in Lower Manchuria as High Commissioner of Investigation, Li Ping-heng, ex-Governor of Shanghai, has become a very terror to dishonest Mandarins there, both civil and military, and that, while the people are rejoicing at their release from bondage and extortion, the Mandarinate are simply panic-stricken. One of the first acts of the High Commissioner upon arrival at Moukden was to summarily execute a Lieutenant-Colonel named Lei, who held the post of Quartermaster-General of the foreign-drilled troops in Moukden, and whom he had found guilty of pocketing large sums of money due to the troops. His second act was to cast into prison both the Manchou General in charge, named Shou, and his second in command, named Kwei, whom he has recommended to the Throne to be cashiered and banished for being concerned in the conspiracy to defraud the troops of their pay. It seems that Li Ping-heng, who, although a Conservative of Confucianism, has always been exceptionally clean-handed and honest, went about Moukden disguised in ordinary clothes for a whole week before he made his public official entry into the city, and that every informant he wished to get, by mixing with the common soldiers and people of the city. The head of the deposed Quartermaster-General is now hanging over the Western barrier gate with a proclamation such as that by which the man's crimes and calling upon the people to punish the High Commissioner on every act of irregularity and dishonesty of the Mandarins of the whole province. There is now general rejoicing amongst the people of Moukden and unstinted praises are being sung to the courage and integrity of Li Ping-heng.

LAST NIGHT'S VARIETY SHOW.

(COMMUNICATED.)

A variety entertainment was given at the City Hall last night. There was a fair attendance and the stalls and pits being well filled, and there was a fair sprinkling in the "Circle." Some of the tunes, however, were not very hearty applause, though it was to be regretted that the audience was deprived of the pleasure of hearing one or two who had promised to sing but were unable to attend. Mr. Lammer, and Mr. Crispin were last evening unavoidably prevented from taking part, and Mr. R. H. Tuckwell was at the last moment asked to fill one of the vacancies with a comic, which he finally consented to do, and amused his listeners by rendering in good style "Couldn't help it had to," with "Bunk a doodle I do" as an encore.

The following is the programme:—
Hand Selection..... Hongkong Regiment Band.
Song..... Corp. James, R.E. "The Admiral's Song."
Song..... Mr. R. J. Bentley "Just one Girl."
Song..... Corp. James, R.E. "Father O'Flynn."
Comic Song..... Corp. Ward, R.A.M.C. "Just for Curious."
Song..... Mr. A. M. Gale "Love's Proving."
Song and Dance..... Mr. J. McCann "Selected."
Slight of Hand..... Mr. Harry Franklin "Couldn't help it had to."
Comic Song..... Mr. Tuckwell "Bunk a doodle I do."

Hand Selection..... Hongkong Regiment Band.
Song..... Corp. Welch, R.E. "Where the West Wind is blowing the flowers."
Comic Song..... (Arrest, Sgt. Vickers "Running up and down the stairs."
Song..... Mr. Terrell "On the prairie me."
Song..... Mr. H. O'Brien "Selected."
Song..... Corp. Eveleigh, R.E. "Carrianna."
Stump Speech..... Mr. Yarwood "Events of the Day."
Comic Song..... Mr. Penno "A little bit of the top."
Accompanists:—Mr. A. G. Ward, Sgt. Meapham, R.A., and Sgt. Long, R.E.
A Laughable Farce, "THE HANDY MAN,"
By the Royal Engineers' Varieties Club.

Lieut. Galsworthy..... Sgt. Thistle, R.E.
Sung Wilfred..... Sgt. Wilfred, R.A.M.C.
Dr. Hookall..... Sgt. Ward, R.A.M.C.
Lawyer Gippie..... Corp. Mesch, R.E.
"Whitties"..... Sgt. Meapham, R.E.
Miss Marie Naylor..... Sgt. Meapham, R.E.
Nora..... Sgt. Meapham, R.E.
Scene 1.—On the roof of the Hotel.
Scene 2.—In a room in Dr. Hookall's House.

FOOTBALL.

HONGKONG FOOTBALL CLUBS "A" TEAM.

H.M.S. "ENDYMION."

The above match, played at Happy Valley yesterday afternoon under Association Rules, despite confident prognostications to the contrary by those usually competent to judge in such matters and who, one and all, appeared to consider the naval team's chances very slender indeed, ended, in a draw—each side securing one goal. There was a light breeze from the north and the ground was somewhat slippery through the recent rains, this latter militated somewhat against the blue-jacket members of the *Endymion* team who played in ordinary service shoes. The following were the teams:—

H. F. C.
Goal.
T. J. Wild.
Backs.
T. W. Hornby. H. Pinckney.
Half Backs.
C. N. Hay. S. L. Jenkins. A. Beattie.
Forwards.
H. S. Holmes. J. E. Lee. A. F. Williamson.
P. A. Cox. E. J. Libeaud.
H.M.S. "ENDYMION."
Goal.
Rev. H. Leesham.
Backs.
R. W. Bailey. Wright.
Half Backs.
Lt. Moore. Kinch. Lt. Chambers.
Forwards.
N. M'Pherson. W. Fraser. M. Franklin.
E. C. Robinson. R. C. Vanning.

The Club kicked off and for the first five minutes play was of a give and take order. Then the Navy, by dint of a good run down the left of the field got the ball behind. For some time play was somewhat of the rough-and-tumble class no very great amount of science being displayed on either side. Thence on until shortly before half time it was anybody's game, each side alternately pressing its opponents and being driven back by them and some erratic shooting on both sides took place. The left wing of the Naval team got a couple of good runs-up but failed to score, when, shortly before the call of half-time, Leesham, who had been playing a capital game throughout, managed to shoot the sphere through.

The second half of the game was almost a repetition of the first, although during the first few minutes Holmes, who had been playing pluckily throughout, managed to score. Then the navy, who were "going strong" commenced to press the Club pretty hard, but thanks to the efforts of Pinckney and others their efforts failed to materialise up to the call of time, when it was becoming almost impossible to see the ball.

DR. EITEL IN AUSTRALIA.

THE FOUNDATION-STONE OF THIS CHURCH LAID.

An interesting ceremony was performed on Saturday afternoon, says the *South Australian Register* of 16th ultimo, when the Chief Justice, the Right Honourable Sir Samuel Way, Bart., laid the foundation-stone of the new Evangelical Lutheran Church in Winkfield-street, Adelaide, which has been dedicated to St. Stephen the Martyr. The occasion was a historic one and there was a large attendance of elders, members and friends of the church, the scene being gay with flags.

The Chief Justice, who was accompanied by Lady Way, arrived at three o'clock, and after a service in German had been conducted jointly by Dr. Eitel and Pastor Kaestner, of Tanunda, the stone was laid in the usual manner.
Dr. E. Eitel, Evangelical Lutheran pastor of St. Stephen's Church, said he could not address those present without giving expression to the deep feeling of the obligation under which the congregation and himself had been placed by the generous sympathy of all classes of the Adelaide public, evidenced by that gathering, and especially by the large-hearted kindness of that typical representative of South Australia's broad-mindedness—the Right Honourable Chief Justice, who had offered than any man in Australia filled the high post of Lieutenant-Governor, and had generously consented to lay the foundation-stone of that German Church. The aims of that Church were to administer to their German fellow-colonists the blessings of the Gospel and the Holy Sacraments on the basis of the Word of God, and in conformity with the established Lutheran faith, and for that purpose to cultivate the use of the German language and the love of their German Fatherland. They considered these aims perfectly compatible on the one hand, with the hearty and loyal submission which they owed to the Supreme British Government; and, on the other hand, with the consciousness that unless the stream of German immigration was soon renewed the German element in this colony was bound to be absorbed in the overwhelming flood of kindred Anglo-Saxon life. They bowed to the inevitable. But meanwhile those who were born in Germany, and those who were under the shadow of the generous British flag, in their love and duty to God, Kaiser and Fatherland; and they believed they had therein the sympathy of every enlightened Englishman. The finances of their Church were such that they were glad to accept the generous donations of their English as well as their German friends.
After thanking Dr. Eitel, the elders, members and friends of the church for the honour done him, the Chief Justice said:—"The great services of Dr. Eitel in the cause of education are a part of the history of the British colony of Hongkong, and his learning has been acknowledged within the walls of the British Parliament itself. (Hear, hear.) I do not wonder that St. Stephen's Church in Pirie Street has been found too small to accommodate the congregation who are desirous of coming under Dr. Eitel's faithful, learned and earnest ministry. These proceedings connect themselves with an event in South Australian settlement; nay, I should rather say in the colonization of this continent, which more than any other touches the heroic and sublime. (Hear, hear.) The Chief Justice related the history of the arrival of the *Prince George* in Port Adelaide, in 1838, with 200 Germans on board whom he compared to the Pilgrim Fathers of the Mayflower.
Continuing, he said:—"It is something that we Englishmen, two years before had established upon principles of civil and religious liberty a colony in which these exiles could find an asylum. We welcomed them to a free citizenship. If the Boers had acted on the same principles towards the Uitlanders—English, German and other nationalities who have built up the Transvaal—we should not be mourning a war in South Africa to-day. But I wish to go a step further as to my own nationality. These pioneers came here by the help of a British merchant, and they could not have come without that help. He spent thousands and thousands of pounds in bringing out shiploads after shiploads of those religious refugees, and in estimating the quality of that act we must remember that this money was advanced when this liberal benefactor was in straitened circumstances in consequence of his capital being locked up in this new colony. When I was in England, in 1891 I saw, in the gardens at Marlborough House, the foremost man in Europe, and the greatest and best woman in the wide world walking together. The Queen of England was accepting the support of the strong arm of the German Emperor. That I thought personifies what ought to be the relations between the German and the English Empires. (Applause.) That, I say, does symbolize the relations of Germans and English in South Australia. (Applause.) We are not simply one race, we are one family. Those of us who come from the three Kingdoms, and Principally surrounded by the four seas are not more loyal to Her Majesty the Queen than are the patriotic German colonists of South Australia. (Applause.) I agree with Dr. Eitel that you Germans should cherish a love of your great Fatherland, and that you should make its history and its traditions a part of our common inheritance in this great Australia of ours. Our intellectual life will be all the richer if we possess ourselves of the treasures of German literature. The German language is the key to the latest discoveries of modern science. We recognise that in the University of Adelaide, and are doing all we can to encourage the study of the German language, and to aid our efforts Dr. Eitel has consented to give us a lecture on the subject. I know I may venture to assure you that every right-feeling South Australian, whether of English, Irish, Scotch or German birth, wishes this Church peace and prosperity; and fervently joins in the prayer that it may have God's blessing. (Applause.)"

IMPERIAL DECREE.

5th November.

THE DISPOSITION OF THE MONIES COLLECTED BY KANG YI.

Kuangtung being a province, excepting both in size and natural wealth, other provinces in this Empire, I, the Emperor Dowager specially decreed the Assistant Grand Secretary, Kang Yi, to proceed to that province to devise further ways and means of increasing the revenue of the Government. I have now giving details of report from the said Kang Yi, giving details of the extreme poverty in Kuangtung, with reference to the reorganisation work in the Linin, Ordinary Customs and Salt Tax departments, together with a general clearing out of superfluous officials and sinecure posts, which have acted like an incubus during many years in that part of the Empire. Through these means and with the assistance of the high provincial authorities, Kang Yi reports that he has succeeded in increasing the annual revenue to the Imperial Exchequer by over 75,000,000, which has been all the more commensurate that the burdens of the people have not been increased, so a job well done. As I intend all revenues to be devoted to a special purpose I hereby command that, beginning with the present 10th month (November), all such monies arriving at Peking shall be carefully deposited in the treasury of the Board of Revenue to await further instructions from me. I cannot refrain in this connection from holding up Kang Yi's work as an example to the Vice-roys and Governors of the empire and exhorting them to exercise economy and vigilance in the disbursements of the public monies, so that the balances sent to the Imperial Exchequer may increase year by year for the defence of the country.—*N. C. D. News*.

PEKING.

November 2nd.

A SECRET CONCLAVE.

Yuan Shih-kai, the chief betrayer of the Emperor and the right-hand man of Jung Lu, arrived here on telegraphic summons of his patron on the 29th ultimo from his cantonments at Hsiao-chang, near Tientsin. As soon as he arrived in the capital he at once went into the Palace and was there admitted into a secret conclave with the Emperor Dowager and Jung Lu, who were apparently waiting for him and had timed his arrival to the hour. Nearly three hours were occupied by the interview, and eventually Jung Lu and Yuan were seen to leave the Palace and to proceed straight to the former's house, inside the Anting-gate, where Yuan is still staying at the time of the dispatch of this letter. Yuan and his patron appear to have been very busy during the time they have been together, making many secret plans for the future, and then back again to the Palace, where they appear to have been engaged at all hours by the Emperor Dowager. It is significant, however, to note that, at none of these conferences, was the Emperor admitted to Council. His Majesty is still under rigid surveillance and regarded in contemptuous silence by the least and smallest official in the Palace.

MYSTERIOUS ORDERS.

This morning, however, a new complexion was given to the situation, and a dispatch was sent by the Emperor Dowager to the various Generals of Army Corps belonging to the Grand Army, bearing copies of an edict of the Emperor Dowager, commanding each of these Generals to send a copy of the edict to the Emperor Dowager. The edict, which was signed by the Emperor Dowager, was to the effect that the Emperor Dowager, in view of the fact that the Emperor was still under rigid surveillance and regarded in contemptuous silence by the least and smallest official in the Palace, had decided to abdicate in favour of the Emperor Dowager.

THE TUNG TUNG STREET TRAMWAY.
A SCENE IN A WARD ASSEMBLY.
A Tokyo dispatch states that a scene occurred at the special meeting of the Shitaya Ward Assembly, Tokyo held on the 15th inst. to consider the Tokyo street tramway question. The Assembly was divided into two factions, one advocating a proposal to memorialize the Home Minister to dissolve the City Municipal Assembly, and the other a proposal to petition the Home Minister, the Governor and Mayor of Tokyo, urging them to make the street tramway a municipal affair. At the meeting on Sunday the majority of the members supported the latter view, which was carried, and the meeting was about to rise, when Mr. Aoki Kinshichi, a member, made a speech strongly attacking Mr. Takahashi Shonosuke. Mr. Arai Mino then alleged that some of the statements in the speech of Mr. Takahashi, in reply to Mr. Aoki, were insulting, and rising from his seat, attempted to strike Mr. Takahashi. This brought all the members to their feet, and amidst cries of "Beat him!" "Push him down!" a struggle ensued between Mr. Arai and Mr. Takahashi. A number of other members joined in the mêlée. The Chairman thereupon declared the meeting adjourned, and accompanied Mr. Arai to another room, where he remonstrated with him. Mr. Takahashi in the meantime sent for the police, and was giving information against his assailants when the Chairman returned to the Chamber, and having censured the police officials for entering without his consent, ordered them out. The sitting was then resumed and was formally closed. Mr. Takahashi's party appointed a Committee of six members to arrange the matter, and the affair was afterwards amicably settled. — *A. Chronicle.*

JAPANESE INFLUENCE.
In Court and mandarin circles here is getting stronger and stronger every day the influence which should by all rights belong to Great Britain. Indeed a great many high officials of Chinese descent who have seen with their own eyes in their native provinces, the power of the British navy and experienced the integrity and firmness of British Consuls and merchants as contrasted with those of other nationalities, feel in their inmost hearts that China's best supporter and friend is Great Britain, but these enlightened Ministers are too weak in influence to resist the bigoted conceit of the Manchus, the highest among whom have never been twenty-five miles outside Peking in their whole lives and are as ignorant as infants. These Manchus judge only by what they see in the flesh; there is not a single person of foresight among them who could turn to account the books written of foreign countries which they have read, except, perhaps, it is the Empress Dowager herself. Yet she is said to be not a Manchus—merely a Manchus by adoption. But to return to the Japanese, it seems plain enough to every one here that the Empress Dowager is most anxious to win to her side the support of the Japanese as counterforce to the Russians. Prince Ching has the name of being her chief supporter in this but in reality it is

PRINCE TUAN.
the second son of the Emperor Hsien Feng's fifth brother, Prince Tan, better known to foreigners as the Fifth Prince, elder brother of Prince Kung who was called the Sixth Prince, and Prince Chun, Seventh Prince, the father of the present Emperor. This Prince Tuan is really the rising man at court. Several years ago when his father, the Fifth Prince, died he was only called the *Belich* 'I said Chi', or Prince of the 3rd Order, but being a really energetic young man with a strong will, full of resources and always ready to accept a responsibility when other heads shrink away, he won the heart of the Empress Dowager. Within two years of his father's demise Prince Tuan, Chi's was promoted over his elder brother's head; first made a Prince of the 2nd order, and a year after (1895) a Prince of the 1st Order—equal in rank to his older cousin Prince Ching. Outwardly,

PRINCE CHING.
has the name of commander-in-chief of the Peking Field Force and of the different Tartar Banner Corps in the capital; but in reality the chief power lies in the hands of Prince Tuan. His youth prevented his being appointed to the chief command of these Tartar regiments and so Prince Ching was named for the post by the Empress Dowager, but Prince Ching's well-known timid nature was not one under which the haughty Princes and nobles of the Manchus Banners were willing to serve, and they refused point-blank to receive such a leader. They clamoured for Prince Tuan as the 'only man' they respected and would serve under; but finally the matter was compounded by making Prince Ching the figure-head and Prince Tuan the actual head. This Prince had long recognised the weakness of China and the importance of gaining a strong power to support the Empire. Like all Manchus he, in his heart, distrusted the Russians, for although Manchus are ignorant in all conscience of outer world affairs they have had enough experience of the Russians, ever since the latter pressed southwards from Siberia into Manchuria, to know exactly how far to go with these hereditary foes. The war with Japan also opened Prince Tuan's eyes to the rising strength of the Island Empire and one day, nearly two years ago, having read a copy of the prospectus of the Oriental Association, an organisation to bring about closer friendship between the half-dozen independent countries of the Far East—China, Japan, and Korea—at once began in his characteristic manner to bring about more cordial relations between China and Japan. At this point the Chinese inadaptability was smarting somewhat from the defeats of 1894-5 and so Prince Tuan found it uphill work to attain his object. But before the *comp ditat* he had persuaded the Emperor to think better of the Japanese, and using all the force of his character upon his timid chief, Prince Ching, also got the latter to join him in advocating before the Empress Dowager closer friendship with Japan. This is the root origin of the present *entente* between the two Empires, and judging from Prince Tuan's character he will surely obtain his wishes in spite of all opposition. There are now here a large number of

VISITING JAPANESE.
who are said to be on tour, but unlike other ordinary tourists or globe-trotters they are allowed the run of the whole capital. It is unnecessary to give in detail what these privileges are. I have an idea which is generally shared by people in Peking that

THE RUSSIANS.
are getting restless at the sight of this unexpected friendship between recent enemies, but so far they have made no hostile move nor given much more than a hint to the Tung-tung-Yamen that "it will be better to keep the friendship of Russia alone instead of currying favour with a manifestly weaker Power like Japan, for even with England to help, Russia will still be able to protect China from the two countries." The Chinese are, however, forward and it is to be hoped, forearmed also; and if what Peking has heard of British reverses in the Transvaal is true, it is anticipated that Russia, France, Germany, and Italy will soon make some clearer showing of the line they intend to take regarding the partition of this Empire, which all Chinese know perfectly well has only been prevented by the attitude of Great Britain and Japan. Our rulers are, however, determined to fight for the existence of the Empire and do not despair yet with Japanese and British help, of preserving their independence. — *N. C. D. News Cor.*

AN ALLEGED DIPLOMATIC PROTEST.

Tokyo, Nov. 13d.
With regard to the alleged protest made by the British and German Ministers against the imposition of the House-tax, etc., in the old Settlements, it is stated on what appears to be good authority that the Foreign Minister is not in a mood to accede to the demand. There will doubtless be a prolonged discussion on both sides. In the meantime the whole question is to be studied by the Foreign Office. And if the result of the investigation is at all favourable to the view of Germany, it is probable that the Foreign Office will most probably give way. — *Yokohama Chronicle.*

wet clothes after wearing wet clothes all day. One of my men was bitten by a snake; two others were bitten by a tiger another had severe malaria and cardiac pains, and I got my feet so poisoned with the swamp water that I became much swollen and painful, so that I could not keep on my boots. Eventually, a day after my return to Kuala Aring, I developed "wet beriberi," which I had always been told no European could get. Fortunately, I was able to sweat it out with poultices and am now all right.

THE FUTURE.
The party go to Tringau shortly, and thence, later, to Kedah. Mr. Anandale, as well as Mr. Vaughan, have now left the party, and Messrs. Yapp and Laidlaw are collecting with great energy and success.

BOMBAY COAL TRADE.

In 1894-95 the United Kingdom sent to Bombay over 600,000 tons of coal. The imports steadily fell to about 150,000 tons in 1897-98, and last year they rose only to a little over 200,000 tons. Meanwhile the imports from Calcutta, which stood at a little over 50,000 tons in 1894-95, rose in 1898-99 to 367,000 tons. And this does not tell all that has to be told as to the growth of the trade in country coal, for dear freights by sea from Bengal gave Singapore coal, brought by rail, a favourable opportunity, and receipts of this article were much heavier than they had been before.

IS SUZERAINTY THE CRUX OF THE QUESTION?

The London correspondent of the *Bombay Gazette*, writing on the 6th ultimo, says:—
The idea that the Boers and their Dutch sympathisers dream (and do something more than dream) of an Afrikaner State extending from the Cape to the Zambesi is steadily growing in this country. General Joubert, in his talks with Mr. Burleigh, appears to have made a very significant remark. The general said he has long foreseen that the triumph of the Afrikaner Bond in Cape Colony would precipitate this war, and recently he wrote to a cruder member of Parliament that war was certain. According, however to the *Daily Chronicle's* correspondent Joubert believes in a South African confederation "under English protection." Mr. Robinson, the gentleman quoted above, probably knows Kruger's mind better than any man living certainly better than any other Uitlander. "The real point at issue," he says, "is the suzerainty. President Kruger is taking his real stand on the position that his is a Sovereign Independent State. He is not a man who is not concerned with what terms England offers, if they do not include the admission that there is no suzerainty. If he had wanted peace he would have accepted Mr. Chamberlain's last proposal, for more moderate terms could not have been wished. I cannot understand why people in England have become so confused over the point at stake. Kruger would willingly grant the five years' franchise, on his own conditions, if England agreed as a *quid pro quo* never to interfere in Transvaal affairs again. Nothing else will satisfy him." Mr. Robinson has argued this matter out with Kruger time after time. "He says," pointed out to him that he is inviting the destruction of his State, for that England must sooner or later interfere. At times I have thought I impressed him; but only to find that the Hollanders and others continually with him had over-persuaded him." Even Mr. Chamberlain's greatest enemies, though they blame him uphill and downhill for what they style the blundering of his New Diplomacy, cynically admit that he showed cleverness in drawing on (as they call it) the President to raise the suzerainty question. The controversy as to whether the preamble of the earlier convention is alive, although the rest of the stipulations may be dead, still rages though it attracts less attention than it did before the public seized hold of the idea that what we are doing now is fighting for supremacy in South Africa. A foreign gentleman, of my acquaintance, who has access to special sources of information and who, like I suppose every foreigner under the sun, hates Mr. Chamberlain with the hatred of say Mr. Labouchere, met me in the street the other day and asked me if I had heard "what Chamberlain had been saying." And then he proceeded to tell me what it was: "The Secretary of State for the Colonies is supposed to have said that he did not care a fig for the grievances of the Uitlanders. All he is concerned about was the establishment of British supremacy." I replied that British supremacy was already established, and that what Mr. Chamberlain must have said, assuming he made any such remark, was the "maintenance" of British supremacy.

DETERIORATION OF THE MADRAS HARBOUR.

In the north-western portion of the Madras Harbour the accumulation of coal lost overboard in course of discharge has undoubtedly shallowed the water there, and in the southwest corner, where sand blowing over and finding its way through the south arm is still gradually encroaching on the sea bottom. The depth at the entrance is practically unchanged, but the accretion of sand outside of the harbour to the south still continues. Great hopes are entertained from the working of the converted dredger Wenlock.

THE FAILURE OF THE NILE.

The Nile in the Sudan spreads into numberless channels bordered by miles of marsh land, and the pestilential evaporation from this wide area of sluggish stream and stagnant marsh intercepts the water that would have fertilised Egypt. It is possible, Mr. Wilcocks contends, to block the subsidiary channels of the river, and later on to line the banks of the main stream with willows. The river would then be forced to scour out its own bed and to denude the banks, which would be an investigation impossible. This is practically the same scheme as was sketched out by Sir W. Garstin in his recent report on the Sudan. If it can be accomplished, it will not only improve the climate of the Sudan, and the navigation of the Nile, but it will render Egypt far more secure against the danger of a low Nile.

EXCITING RAILWAY JOURNEY.

An exciting incident occurred to a passenger train from Darjeeling to Calcutta on the 19th ultimo, says *Indian Engineering*, and the train was from Siliguri. The train suddenly stopped and the passengers beheld a little engine literally enveloped in flames. The oil cistern which supplies the engine lamp had leaked, and the oil, running all over the engine, at once ignited. Somebody declared that the boiler would explode, whereupon all the passengers alighted and went to the rear of the train for safety. In a few minutes the bell rang, and the passengers were asked to take their seats, but no sooner had they done so than the flames broke out once more. After two hours' delay the train started. On arriving at Siliguri, one of the carriages took fire, the flames spreading through the roof, but was ultimately extinguished.

A FAILURE OF SELF-GOVERNMENT IN BURMA.

The Moulmein paper writes:—Moulmein is one of the prettiest places in Burma, yet it is filthy; it is one of the healthiest spots in the country, and yet its cholera mortality is the highest. Its rainfall is the greatest, and extends over a period of six months, and yet, two months before the commencement of the rains, its inhabitants are pining for water, and dying of cholera through drinking bad water. It is situated between two splendid rivers, and yet the Committee dispense with their fire-engines because there is no water to work them, in case of fire.

A CAIRO-TO-CHINA RAILWAY.

Mr. C. A. Moring, the well-known Mining Engineer, advocates the construction of a railway from Egypt to Shanghai via the Yangtze Valley, Burma, and India, thus giving a new route from England to the Far East, entirely by rail, except for the short sea passages from England to the Continent, and from Brindisi to Alexandria. Mr. Moring estimates the length of the proposed railway at 6,070 miles, of which 2,000 miles have already been built. The time of transit from Egypt to Perth (W.A.) would be reduced from 24 to 18 days.

USEFUL HINTS.

FRENCH PASTE FOR PATENT LEATHER.
Add to some pure wax which has been melted in a water bath, some olive oil and then some tallow. Mix thoroughly by stirring over a fire. Add some oil of turpentine, then a little oil of lavender. This will form a paste which should be put in boxes. Apply with a linen rag. The paste keeps the leather soft and restores the gloss.

BLACK PAINT FOR IRON.
According to *Justicia*, a black paint for iron objects is obtained by dropping concentrated sulphuric acid into oil of turpentine, stirring constantly. A syrupy precipitate forms, which, washed out with water, is used as a pigment. The painted article should be heated and then polished with woollen rag and linned oil. The coating is said to adhere excellently to metals and not to crack off, giving a handsome glossy black colour and protecting the iron from rust in an effective manner.

LEATHER AND BELT GREASE.
A good leather and belt grease is prepared as follows:—Melt 1 pound of yellow ceresine, 1 pound of crude palm oil, and 5 pounds of inferior lard, and stir in according to the season of the year and where a firm or soft consistency is desired, 4 to 6 pounds of vaseline oil. When all is thoroughly dissolved and mixed, pour into the cans or the receptacles destined for storing. If this odourless grease is well incorporated with the leather, it keeps the belts, as well as all leather goods, in constant pliancy and entirely prevents brittleness. It is essential to clean the leather thoroughly from all adhering dirt before greasing. Hardened belts must first be softened with warm water, and it is advisable to grease them while they are still moist.

BLUE PRINTS.
The following formulas from a recent issue of *Photography* produce ferro-prussiate paper, which is easily and inexpensively worked.
1.—Potassium ferricyanide..... 2½ ounces.
Water..... 10 "
2.—Ammonio-citrate of iron 2½ "
Water..... 10 "

The two solutions are mixed immediately before use, and should not be exposed to daylight. A suitable paper (hard, smooth surface appears best) is coated with the mixture by means of a sponge cake being taken to get the coating as even as possible, though a little streakiness is unimportant so long as no portion of the paper is uncovered. The paper is then dried in the dark, and printed under a negative in the ordinary way to bright daylight (sun if possible). The shadows should have a bronze appearance. The print is fixed by washing in water, which may be used hot to facilitate the work. Should the white refuse to clear, a trace of carbonate of soda will help to brighten them. A few drops of hydrochloric acid in the last washing water brightens the colour. This paper requires a strong negative and is now in printing.

RUSSIAN MOVEMENTS.

The Russian imperial authorities have recently definitely resolved to extend the Central Asian Railway to the town of Werny and thence in a northerly direction. It now remains for the direction of the new line to be decided upon. A detachment of engineers has already been sent to the north for the purpose of making a preliminary survey. Two routes have been suggested; one would be across the Steppes to Gurgent, to the southward of the Oural Mountains, and the other, by Semipalatinsk, to Baranau and Kriwoschekow. The former route has very influential supporters in the persons of the cotton growers of Tashkend and the manufacturers of Moscow, all of whom naturally desire to have the shortest possible means of transit for conveying this raw material to Moscow. A recent conference at Semipalatinsk clearly proved that the route by that sea and Baranau will be the most advantageous. The authorities will, it is said, allow the new line to be built by private enterprise.

RUSSIA AGAIN.

Russia has objected to the Sultan's mounting pneumatic guns at the north entrance to the Bosphorus, on the ground that such action implied that he doubted the Czar's friendliness. The result is that the Sultan has cancelled the contract for the pneumatic guns, which were the work of a New York company. It is said that the Sultan got the idea of employing pneumatic guns from the accounts of the actions of the United States dynamite cruiser *Pescadore* in the war between the United States and Spain.

THE MAUSER PISTOL.

Dr. J. D. Griffith, of Kansas City, has just completed for the government an official test of the Mauser pistol in use by the German cavalry, and it is under consideration for adoption by the United States. The test was made with targets and human bodies, and the results were most satisfactory. At ranges from 50 to 500 yards the Mauser pistol is the most effective and deadly weapon of its kind ever invented, and up to the maximum range tried it is practically as good in the hands of a marksman as a Krag-Jorgensen or a Lee or a Mauser rifle. If nothing but flesh resists the passage of the bullet it makes a round incision where it enters and a knife-like cut where it departs. Should a bone be in the way it is often shattered into fragments. The pistol shoots very accurately and will kill at a range of 500 yards. The bullet will pass through a human body at that range. If the bullet should enter a vital organ, it would undoubtedly kill a man instantly and would incapacitate a soldier if it struck a bone. The pistol fires ten shots without reloading, and can be emptied in less than three minutes. The bullets weigh 85 grains and have a lead core surrounded by a nickel-plated copper jacket.

NOTANDA

CALENDAR

NOVEMBER.
Meteorological means based on fifteen years' observations to 1898.
Barometer..... 30.103
Thermometer..... 69.2
Humidity..... 65
Rainfall..... 1.302

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer..... 30.10 30.00
Temperature..... 71 73
Humidity..... 51 53
Rainfall.....

TO-DAY.

Thursday, 16th November, 1899.
Chinese—15th of 10th moon of 25th year of Kwang-si.
Sun—Rises..... 6hr. 15min.
Sets..... 5hr. 10min.
High water—Morning..... 5hr. 20min.
Afternoon..... 7hr. 40min.
Low water—Morning..... 2hr. 0min.
Afternoon..... 1hr. 30min.

ANNIVERSARIES.

1811—John Bright born.
1869—Prince Alfred left Hongkong.
1870—Duke d'Aosta elected King of Spain.
1877—British steamer *Vespatian* foundered in China Sea, all hands lost.
1897—Trouble between Austria and Turkey over the expulsion of Mr. Draxapoli.
1898—French mission in Kweichow looted.

TO-MORROW.

Friday, 17th November, 1899.
Chinese—15th of 10th moon of 25th year of Kwang-si.
Sun—Rises..... 6hr. 15min.
Sets..... 5hr. 10min.
Moon—Full Moon 5hr. 55 p.m.
High water—Morning..... 5hr. 20min.
Afternoon..... 7hr. 40min.
Low water—Morning..... 2hr. 40min.
Afternoon..... 1hr. 40min.

ANNIVERSARIES.

1843—Shanghai opened to foreign commerce.
1857—Further relief of Lucknow by Sir C. Campbell.
1876—Telegram announcing the appointment of Mr. John Pope Hennessy to succeed Sir Arthur Kennedy as Governor of Hongkong received in the Colony.
1878—Attempted assassination of the King of Italy.
1887—British steamer *Killarney* sunk in Holo harbour by steamer *Crusader*.
1893—Celebration of the Shanghai Jubilee.
1897—Kiaochow taken, possession of by the German squadron.
1898—Edict dismissing Hu-yu-fen from Tsungli-Yamen.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Chingtu*) 19th inst.
French (*Oceanic*) 21st inst.
American (*Gaile*) 22nd inst.
American (*Hongkong Maru*) 29th inst.
Canadian (*Empress of Japan*) 2nd prox.
American (*China*) 9th prox.

The N. G. I. steamer *Bisago* left Singapore for this port to 10-day and is due here on or about the 23rd instant.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Vancouver on Wednesday November 15th at 4.30 a.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isia de Cuba..... at Kowloon Dock.
Isia de Luzon..... "
Simla..... "
I.L.G.M.S. Deutschland..... "
Alzuni Maru..... "
Pronto..... "
Adolph Oborg..... "
D. Juan d'Austria..... Cosmopolitan
Mongkut..... "
Phranang..... "

PASSED THE CANAL.
Outward—17th October—*Arab, Avala, Queen Cristina*. 20th October—*Patroclus, Socotra, Telena*. 21st October—*Ambrisa, Asama, Catalina, Khalid, Singapore*. 27th October—*Denndler, Glenarney, Oceanic, Kankarua, Maru, Kinkid, Anamur, Tala*. 31st October—*Savina, Africa, Ulysses, Burma*. 3rd November—*Ernest Simons, Strathgyle*. 7th November—*Glenloch, Prinz Heinrich, Madoff, Glo, Kostroma, Eleanor*.
Homeward—7th November—*Sarpedon, Sato Maru*.

Shipping.

Arrivals.

HAINUN, British steamer, 636, A. E. Hodgins, 16th Nov.—Swatow 15th Nov., General—Douglas, Laprak & Co.
HOIHAO, French steamer, 509, J. C. Gerard, 16th Nov.—Pakhov and Hoihow 15th Nov., General—A. R. Marty.
TAISANG, British steamer, 1,544, W. E. Saver, 16th Nov.—Canton 16th Nov., General—Jardine, Matheson & Co.
CHIANGSHA, British steamer, 1,463, T. Moore, 16th Nov.—Japan 11th Nov., General—Butterfield & Swire.
CHIUYEN, Chinese steamer, 1,211, W. C. Jamieson, 16th Nov.—Shanghai 13th Nov., General—C. M. S. N. Co.
SYDNEY, French steamer, 4,232, Aubert, 16th Nov.—Shanghai 14th Nov., Mails and General—Messageries Maritimes.

Clearances at the Harbour Office.

Loongmoon, German str., for Shanghai.
Pak Kong, British str., for Canton.
Safalora, American str., for Manila.
Patroclus, British str., for Shanghai.
Tantulus, British str., for Shanghai.
Hainun, British str., for Shanghai.
Kwai Lun, British steamer, for Macao.
Ringo Maru, Japanese str., for Singapore.
Hanoi, French str., for Haiphong.

Departures.

Nov. 16, *Hongkong*, French str., for Haiphong.
Nov. 16, *Haiphong*, British str., for Swatow.
Nov. 16, *Relueta*, British str., for Astoria.
Nov. 16, P. C. K. Lao British str., for Swatow.
Nov. 16, *Loyal*, German str., for Hongkong.
Nov. 16, *Chayamp*, British str., for Canton.
Nov. 16, *Leemore*, German str., for Canton.
Nov. 16, *Kyachima Maru*, Japanese str., for Moji.
Nov. 16, *König Albert*, German steamer, for Shanghai.
Nov. 16, *Effector*, British str., for Singapore.
Nov. 16, *Shanghai*, British str., for Cebu.
Nov. 16, *Sulberg*, German str., for Newchwang.

Nov. 16, *Loongmoon*, German str., for Shanghai.
Nov. 16, *Patroclus*, British str., for Shanghai.
Nov. 16, *Shanghai*, British str., for Singapore.
Nov. 16, *Vindobona*, Austrian str., for Shanghai.

Passengers—Arrived.

Per *Hainun*, from Swatow—Dr. and Mrs. Preterwitt, and 81 Chinese.

Departed.

Per *König Albert*, for Shanghai from Bremen—Messrs. W. Jurgens, M. Hintzen, H. Frickhoffer, Michaelis, A. Rasper, W. Wong, and A. Kayser. From Southampton—Mrs. A. Simpson and children, Messrs. A. Sherif, H. Taylor, G. Dereng, Misses Boie, Yonge, Edwards, Messrs. Johnston, Logan, Misses Chick, Knight, Dr. and Miss Babington, Messrs. P. F. Turner, L. Edwain, Mr. and Miss Phillips, Messrs. Meloddy, Harries, Warnaby, W. R. Runcie and children, Messrs. E. Simpson, J. Norsley, Von Shaw, E. Jacobson, Miss McC. and Miss Key, Miss Chamberlain, Messrs. G. Sinclair, H. Mackey, E. T. Jones, F. Wheeler, J. Frey, and F. Martin. From Antwerp—Messrs. D. Thomsen and L. McCall. From Genoa—Mr. and Mrs. S. Raggi, Sir Claude Macdonald, K.B., C. K. C. M. G., Lady Macdonald, Messrs. L. Fleet, Chas. Dowdall, P. Hansen, W. Bruckner, E. Groner, R. Peepker, H. Lange, E. Wohlstedt, G. Helleberg, Mrs. H. Fischer and children, Miss West, Mrs. Dahls and children, Mrs. L. Helleberg and child. From Naples—Mr. S. West. From Bremen—Lieut. Becker. For Yokohama—Bremen—Messrs. F. Hausten, S. Bellusko, J. Klatt, and Dr. P. Stübel. From Southampton—Miss Hogan, Mr. and Miss Nettleship, Messrs. V. H. Patrick, Miss Austen and children. From Genoa—Messrs. E. Plessmann, C. Kruger, D. F. Takoti, Professor V. Knudell, R. Schilling, Mr. and Mrs. Schindler, Mr. N. G. Bayne, Dr. Wada, Dr. Hayakawa, Dr. Tauruhara, Messrs. Wendt, Koyfey, and Professor Krussen. From Southampton for Hongkong—Mr. R. D. Harries. From Southampton for Nagasaki—Miss S. O'Neil. From Hongkong for Yokohama—Mr. and Mrs. Newton, Lord Henry Thyme. For Shanghai—Mr. and Mrs. E. F. Scholes, Mr. and Mrs. M. Schairmann, Misses W. Gaskin, D. Bennett (Ingram), M. Parkes, Mr. and Mrs. A. C. Coma, Mr. E. Souza and 5 Chinese.

Per *Shanghai*, for Singapore—The Hon. Ben Bathurst, Comdr. A. Henderson, Messrs. A. S. Crush, R. N. C. F. Jordan, R. N. Frank Meek, R. N. Mr. and Mrs. Taylor, 7 Naval Invalids, and 14 Chinese. For Penang—6 Chinese.

Per *Chiyuen*, from Shanghai—Dr. Markcone.

To Depart.

Per *Salvadora*, for Manila—Messrs. V. Villamora and servant, Santos Marten, 2 Europeans and 1 Chinese in steerage.

STEAMERS EXPECTED.

Names.	From.	Due.
Catania	Singapore	To-morrow
Chingtu	Port Darwin	Nov. 19th
Hiroshima Maru	Singapore	Nov. 20th
Socotra	Singapore	Nov. 20th
Oceanic	Singapore	Nov. 21st
Kasuga Maru	Nagasaki	Nov. 21st
Gaile	Singapore	Nov. 22nd
Bengene	Singapore	Nov. 23rd
Lady Joicey	Singapore	Nov. 23rd
Hongkong Maru	San Francisco	Nov. 23rd
Empress of Japan	Vancouver	Dec. 2nd
China	San Francisco	Dec. 2nd

We would direct the attention of shipping firms to the style in which "Steamers Expected" are now published in these columns, and in so doing respectfully request the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Abergeldie	Portland, &c.	Jan. 27th
Adolph Oborg	New York	Oct. 25th
Alga	San Francisco, &c.	Nov. 21st
Ambrisa	Havre, &c.	Dec. 24th
America Maru	San Francisco, &c.	Jan. 27th
Bamberg	Havre, &c.	Nov. 28th
Bayern	Straits, &c.	Mar. 7th
Bellerophon	Amoy	Nov. 17th
Bengal	Europe, &c.	Nov. 25th
Bingo Maru	Marseilles, &c.	Nov. 17th
Changsha	Sydney, &c.	Nov. 18th
Carlisle City	San Diego, &c.	Dec. 31st
Catherine Aparca	Singapore, &c.	Nov. 18th
China	San Francisco, &c.	Dec. 16th
Chingtu	Victoria, B.C.	Dec. 30th
City of London	Victoria, B.C.	Nov. 21st
Coptic	San Francisco, &c.	Jan. 20th
Coromandel	Shanghai	Nov. 25th
Doric	San Francisco, &c.	Dec. 23rd
Emp. India	Vancouver, &c.	Jan. 17th
Emp. Japan	Nov. 22nd	
Gaile	San Francisco, &c.	Nov. 20th
Glenloch	London	Nov. 20th
Guthrie	Sydney, &c.	Nov. 18th
Hainun	Swatow	Dec. 9th
Hongkong Maru	San Francisco, &c.	Dec. 16th
Idemitsu Maru	London, B.C.	Jan. 24th
Karlshude	Straits, &c.	Jan. 24th
Kasuga Maru	Thursday Is. &c.	Nov. 24th
König Albert	Straits, &c.	Dec. 13th
Königsberg	Havre, &c.	Dec. 10th
Kosai Maru	Vladivostok, &c.	Nov. 23rd
Lady Joicey	San Diego, &c.	Nov

Intimations.

PHOTOGRAPHIC
PLATES, PAPERS, FILMS, KODAKS, CAMERAS,
&c., &c., &c.

Coast Port Orders Executed.

ACHEE & CO.,
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [1239]

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-

THE VICTORIA DISPENSARY,
HONGKONG.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898.

Dr. KNORR'S
ANTIPIRINE

patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5
grains, easily soluble in Water,
Wine, &c.
FEVER, RHEUMATISM AND NEURALGIC
AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solu-
tions possesses similar bactericidal action to
silver nitrate, but is distinguished by complete
absence of irritating properties.
It is requested that the directions on the
boxes for making solutions shall be implicitly
followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS! [134]

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

SHOW OF CHRYSANTHEMUMS.

MR. DORABJEE NOWROJEE begs to
intimate to his Friends and the
General Public that his fine Collection of
CHRYSANTHEMUMS will be on show in the
Gardens at Kowloon Hotel for one week,
commencing THURSDAY, the 16th instant.
Entrance by Chater and Elgin Roads.
Hongkong, 14th November, 1899. [1423a]

TUITION IN DANCING.

MR. A. HAHN'S DANCING CLASSES
will re-commence on 1st November next.
Intending Pupils are respectfully requested
to send their Applications Early in order that
Time and Terms may be arranged.

A. HAHN,
No. 10, Ice House Street,
Hongkong, 21st October, 1899. [1330a]

MITSUBUSHI KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:- TOKIO.

Branch Offices:-
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agencies:-

Milki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuiji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoua Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kaneaguchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUBISHI KAISHA,
K. HASEGAWA,
Manager.

Hongkong, 19th August, 1899. [145]

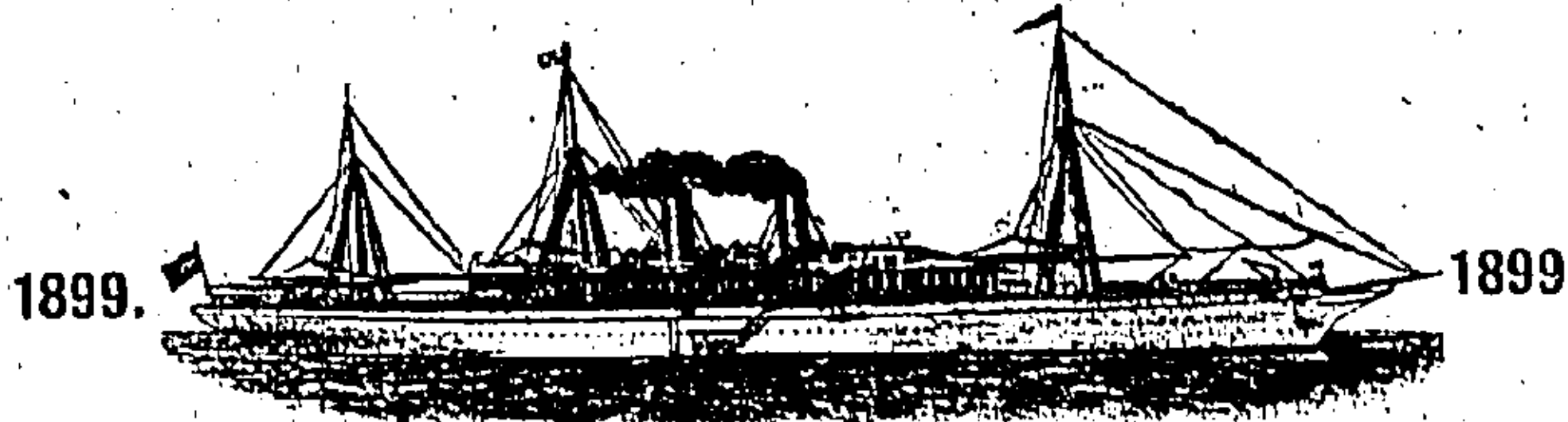
JAPANESE CURIOS.

JUST RECEIVED.

Plants of
FINE NEW GOODS
at
CHEAP PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall,
Hongkong, 4th November, 1899. [1382a]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder Street, [13]

Hongkong, 25th October, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

City of London...[3,229] R.W. Scadd...[Nov. 21]
Queen of the Lake...[2,832] F. McNair...[Nov. 25]
Saint Irene...[3,877] W. Atter...[Dec. 9]
City of Dublin...[3,338] L.R. Rae...[Dec. 30]

AS TO
FOR PORTLAND OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouth...[2,874] W.C. Evans...[Dec. 23]
Georgie...[3,777] J. Murray...[Jan. 27]

THE attention of Passengers is directed to
the very cheap rates offered by the Line.
HONGKONG TO LONDON £47.

Excellent accommodation. First-class
Tables, Doctor and STEWARDESS carried.
HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY AND CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Ore. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.
Hongkong, 16th November, 1899. [14]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, The
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Lady Joyce...[3,194] about [Nov. 30]
Strathgyle...[5,023] about [Dec. 15]
Carlisle City...[3,002] about [Dec. 31]

THE Steamship
"LADY JOICEY,"
will be despatched for SAN DIEGO VIA
NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on or about THURSDAY, the
30th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.,
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 24th November, 1899. [1330]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSTIA, CILIK, COMANTAL and
AMERICAN PORTS.)

THE Steamship
"BENGAL,"
Captain S. Bannan, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, &c., on SATURDAY, the 25th
instant, at Noon, taking Passengers and
Cargo for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London; all
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 11th November, 1899. [15]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Thursday, 30th Nov.,
at Noon.

Doric (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 23rd Dec.,
at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 20th Jan.,
1900, at Noon.

THE Company's Steamship
"GAELIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on THURSDAY, the 30th instant, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 14th November, 1899. [1310]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU G. E. T. Cook	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	TO-MORROW, 17th Nov., at Noon.
YAMAZUMI MARU M. J. Cumow	VICTORIA, B.C. and SEATTLE U.S.A., via KOBE & YOKOHAMA.	MONDAY, 20th Nov., at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOCK, via SWATOW, ANOV, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI.	THURSDAY, 23rd Nov., at Noon.
KASUGA MARU E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 24th Nov., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and
Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

[6]

NORDEUTSCHER
LOYD.

(Freight Service.)



HAMBURG-AMERIKA
LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SIBIRIA Braun	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	18th November. Freight and Passage.
SUEVIA Förck	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	19th November. Freight.
BAMBERG Mayer	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 28th November. Freight.
*KONIGSBERG Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 10th December. Freight and Passage.
AMBRIA Brunner	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 24th December. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 27th Jan., 1900, at Noon.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*ALGOA (via Kobe, Yokohama & Honolu-
lulu) Tuesday, 21st Nov.,
at Noon.

China (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 16th Dec.,
at Noon.

(* Taking Cargo only.)
THE Chartered Steamship
"ALGOA,"
will be despatched for SAN FRANCISCO,
via KOBE, YOKOHAMA and HONO-
LULU, on TUESDAY, the 21st November, at
Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States of Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 14th November, 1899. [1310]

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 4th November, 1899. [1310]

AFGHANISTAN.

ALLEGED ATROCITIES AT CABUL.

THE AMER REPORTED INSANE.

The St. Petersburg correspondent of the Daily Telegraph sent the following somewhat sensational telegram on Oct. 6:

According to reports from Russian authorities in Central Asia, the Amier of Afghanistan is growing insane, and serious troubles are impending in that country. Not only is Abdul Rahman unaccountably suspicious towards all Europeans there, but he openly regards the contribution paid to him by the Anglo-Indian Government as a subsidy for defending English territories from Russian attacks, and considers himself entitled at any moment to join hands with Russia on condition, however, that the representatives will pay him well enough.

Recent occurrences in Cabul gave rise to the fear that the Amier may sooner or later provoke a conflict between Russia and Great Britain. Dissimulation is a marked trait in Abdul Rahman's nature. He had formed the intention of leaving Cabul for Masuri-Cherif, where he would be in a better position for communicating with the Russian Government. His little plan, however, was discovered in time. The discovery drove Abdul Rahman into a state of fury, and, when the journey had been abandoned, to commit all sorts of excesses.

A number of Afghans had talked at a bazaar of his intention to leave for Masuri-Cherif. He ordered these to be arrested and to have their tongues cut out.

This did not completely satisfy his blood-thirsty instincts. At Cabul at present, according to Russian accounts, he is sanctioning a series of terrible murders, which confirm the impression that the Amier has become insane. The last of the atrocities committed there had a high official for its victim. His legs were bound to two stakes of wood, which were fixed crosswise one upon the other. Then the woods were drawn apart until his body was torn in two. Two other officials in high places, Mirza Abdoul-Halim and Mirza Abdoul-Hakim, were bound together and set on fire, and a Persian is alleged to have been thrown into a boiler and his remains thrown to the Amier's dogs.

In addition to these atrocities, reports are received of executions taking place every day.

In consequence, an enormous number of Afghans are leaving Cabul. They are seeking safety in the mountainous regions around or upon the Russian frontier. Largely on account of the disturbed condition of things in Cabul, and in order to stop incursions of Afghans into Russian territory, the Russian forces on the frontier are being strengthened considerably. All the actions and plans of Abdul Rahman are inexplicable, save on the theory that he is growing hopelessly insane. Russia is watching affairs in Afghanistan very closely, because grave events are taking place there, and because the health of the Amier is growing worse and worse, and his position more and more insecure.

THE SENSATIONAL REPORTS DISCREDITED.

The Central News made inquiries on October 10th at the London office of the Afghanistan Government with regard to the above reports. Mr. Guthrie, besides being the accredited representative of the Afghanistan Government in England, is a personal friend of the Amier, whose guest he was at Cabul for an extended period. He had no hesitation in saying that there was absolutely no truth in the statements. As recently as the 10th he received not only business but private advice from the Amier, and he himself and from the Sultan, who is his Majesty's favourite wife and his leading adviser. The Amier said his health was good, and that was confirmed by the Sultan, who added, "It is all well here." These letters were written on the 18th of last month.

In answer to the suggestion that the development reported might have taken place since the advice were penned, Mr. Guthrie pointed out that his Afghanistan information is not confined to the Amier and the Queen, as the popularly termed in official circles in Cabul. Mr. Guthrie is in close touch with the highest officials at the Amier's Court, and moreover he has a son in the Peshawar Office of the Afghanistan Government from whom he receives any important news by cable. But even if he had not these many sources for obtaining news of the latest developments in the Amier's country, the fact that the report came from St. Petersburg would, Mr. Guthrie says, be sufficient to make him discredit it. Russia, he says, is the very last quarter from which to expect authentic Afghan news.

COLONEL ADOLF SCHIEL.

Adolf Schiel, taken at Elandsblaat, is a man with a somewhat remarkable history and of considerable strength of character, says the Advocate of India. About thirty years ago Schiel, then a German Lieutenant of Hussars, left the Prussian service, and emigrated to South Africa. Finding himself without means he became an ox-wagon driver in the service of a Natal colonist. Energetic, intelligent, and adventurous, he soon started on his own account as a carrier, and traversed in various directions the whole of South Africa. After a brief career as ballist to a farmer we find him in the confidence of Dinizulu, son of Cetewayo. As the latter's chief induna, or councillor, he called in a troop of Boers, with whose help Dinizulu overcame some of his opponents among the Zulu chiefs. Lucas Meyer, a leader of these Boers, John Rump, who was made Commander-in-Chief, Adolf Schiel and others received presents and concessions of land, stretching as far as the coast of Santa Lucia Bay. In 1885 Dinizulu was persuaded to send Schiel to Berlin, in order to induce Bismarck to annex this entrance-door to Zululand and indirectly to open for the Boers that access to the sea which they so much desired. How far that plan recommended itself to the German Government is not quite clear; certain it is that on the part of England older claims were brought forward in the face of which the German Chancellor did not judge it advisable to proceed further in this business. The Government of Pretoria had had its attention directed to Schiel, and made him a Commissioner for natives in the cave region of its northern territories. There he settled on a farm the named Rostbach—recalling a Prussian victory—and distinguished himself in the wild war which the Boers waged against the Basutos. He was made Aide-Camp to General Piet Joubert. Later on, called to Pretoria, he was placed at the head of all the prisoners of the Transvaal, which position he held till after the Raid, when Dr. Jameson was one of those entrusted to his care. He was also promoted to the post of Captain of Artillery, and was sent, at the public expense, to Prussia there to learn his new trade. Schiel thus returned a second time to Berlin, where he keeps up personal connections. It is he who designed the Johannesburg fort, which is supposed to be capable of laying the town in ruins within a few hours. He directed their construction, and was their commandant till the beginning of this year, when the command was taken over by President Kruger's son-in-law, Lieutenant Eloff. In 1897 Schiel was about to visit Berlin once more, this time in connection with an exhibition of South Africans at Charlottenburg, but on Mr. Kruger learning, or supposing, that England was then about to send a Delegation to the exhibition, he was personally objected at the last moment, with the declaration that Schiel was "indisputable to him for the fort."

FIRE.

The results of some interesting tests on a ceiling made last March and April by the British Fire Prevention Committee have just been published. The floor was constructed of solid wooden beams 9 inches thick, close bedded, and the joints were stopped with fire clay. The floor was subjected to a fierce fire for one hour, a temperature of 1,955° F. being attained near the end of the experiment. A stream of water was then applied for five minutes, and the whole rapidly cooled. Subsequent investigation showed that the under surface of the beams was charred to a depth of about 2 inches, but beyond this the timber was quite sound and unaffected. The ceiling tested was of lath and plaster and was exposed to a temperature of about 500° F. for half an hour, the temperature being then slowly raised to about 1,500° after which a jet of water was turned on for three minutes, and the whole rapidly cooled. On examination at the end of the test, the ceiling proved to be but little injured, and the application of the water caused no damage. No portion fell either during the test or afterward. Cracks had, however, developed over its surface, and some of the laths were charred, though none had ignited.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Ah Moo, Mrs. E. H. Allsopp, G. F. E. Abbas, Almond, R. W. Abbott, Mr. E. Blake, R. E. Barnett, A. Beeck & Co., A. Brooks, Captain J. S. Bingham, J. E. Barker, A. M. Baber, Miss Z. Blum, M. C. Bird, E. G. Bukal, Jacob Balmer, Miss J. Buckley, P. Bourdonnel, Mons. de Buchmann, Mrs. E. Barrand, N. Brodrick, A. Bowman, W. Corrad, Mons. Clark, Miss M. C. Cohen, M. C. Calder, Miss Cong, G. Clubb, A. Camillo, C. Cowell, J. Charoussel, P. Collett, Miss M. Chanson, Mme. Clemens, Mrs. J. Dunleavy, F. J. Duncan, Mrs. J. A. Durocher, Mons. Debeaux, R. Dade, Mons. Duthers, A. Dalton, E. C. Dietrich, J. Dunbar, J. V. Edelstein, P. Fullam, Dr. W. A. Francis, Mr. Finanzi, L. Ferrada, A. Fondy, C. F. Graham, Miss L. Goldman, A. Guent, R. Glover, R. Gruenhausen, Mrs. W. Gough, W. Gatt, L. Hutchinson, Mrs. F. Hofstadt, L. Harding, W. A. Hart, Miss M. Hetter, A. Harvey, Mrs. C. Hudson, L. A. K. Heisen, C. Co. J. Jeffries, J. Jones, J. A. Johnston, A. H. Joseph, L. Kunkel, M. Klopfer, T. Kaimol, J. J. Lee Pung, M. Lloyd, G. R. Lock, H. S. Lamb, W. P. Lawson, H. L. W. Lehmann, A. Lowry, Dr. J. H. Miller, O. Mure, R. Marti, A. B. Metman, H. Mamedine, E. Mansfield, Miss M. Mohamed, Ahsan McGillivray, D.

List of Registered Covers in Poste Restante.

Bates, E. A. Bonamour, P. Cuernan, R. China, E. Banar Cuvic, James Cameron, Wm. Calo, R. de Crawford, J. B. Din, Mur Davies, Capt. Hong Engineer Chief Hong Fainstein, Miss A. Feidmann, M. Fook Sing & Co. Gehl, Dr. G. Godansky, E. O. Harris, F. Heaketh, S. B. (a) Hall, G. Hautmann, W. W. Hooper, G. W. Israel, Elisk Jorg, J. V. Katim, Abdul Kato, Sin Fan Kalandar Khan Khan, Mehta Legner, H. L. (a)

List of Registered Covers for Marchant.

S. S. Choyfa, S. S. Calcha, S. S. Idomenus, S. S. Loosch, S. S. Rohilla, S. S. Sargadon, S. S. Simla, S. S. Tithan

List of Registered Covers for Marchant.

Lindsay, J. Buchanan Ludvick, Miss Louis, C. E. (a) Monon, Vincent Meha, Estain Mahomed, Noor Mullins, D. Mansfield, Miss L. Macleod, A. S. Nekoli, Star Oretio Italia Pehushing, Teguinat Ragar, Antonio Ruchway, S. Rocaf, G. (a) Roff, General L. von Singh, Kaiser Sahmat and Fertsch Singh, Chanda Singh, Jewen Singh, Ottana Singh, Sporan Silva, M. da Siemer, C. L. Schenauer, H. M. Vermon, Alb Vonberg, C. Weismann, B. Worthington, C. Zumlobe, A. F.

List of Registered Covers for Marchant.

S. S. Choyfa, S. S. Calcha, S. S. Idomenus, S. S. Loosch, S. S. Rohilla, S. S. Sargadon, S. S. Simla, S. S. Tithan

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S. S. Choyfa, S. S. Calcha, S. S. Idomenus, S. S. Loosch, S. S. Rohilla, S. S. Sargadon, S. S. Simla, S. S. Tithan

Auctions.

GOVERNMENT NOTIFICATION.
No. 608.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,
the 20th day of November, 1899, at 3 P.M.,
are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 20th day of November, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rent	Upset Price
1	Inland Lot No. 1,512	670 ft. by 150 ft. 120 ft. by 120 ft. 120 ft. by 120 ft.	1.512	57.800	57,800

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,
the 20th day of November, 1899, at 3.15 P.M.,
are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 20th day of November, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, near to Kwa Wan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rent	Upset Price
1	Kowloon Bay, (near to Kwa Wan)	350 ft. by 150 ft. 150 ft. by 150 ft.	1.512	57.800	57,800

Shipping.

STEAMERS.

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR HOIHOW AND SINGAPORE.

THE Company's Steamship

"LOOSOK,"

Captain Jackson, will be despatched as above

TO-MORROW, the 17th instant, at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 16th November, 1899. [1420a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above

on SATURDAY, the 18th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this

Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 15th November, 1899. [1377a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above

on SATURDAY, the 18th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this

Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 15th November, 1899. [1376a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MOVINE,"

Captain Conradi, will be despatched for the

above Port on MONDAY, the 20th instant.

To be followed by the Steamship

"ASAMA"

on or about 24th December.

For Freight or Passage, apply to

SHEWAN TOMES & Co.

Agents.

Hongkong, 11th November, 1899. [1375a]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above

TO-MORROW, the 17th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this

Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 15th November, 1899. [1396a]

OCEAN STEAMSHIP COMPANY.

FOR AMOV.

THE Company's Steamship

"BELLEROPHON,"

Captain Lyons, will be despatched TO-MORROW, the 17th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 9th November, 1899. [1397a]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" & "WUCHOW,"

will be despatched alternately from Messrs.

DOUGLAS LAURIE & Co.'s WHARF, at 5 P.M.,

on MONDAYS, WEDNESDAYS and

FRIDAYS for WUCHOW, calling at KONGMOON, KANGCHUCK, SAMSHUI, SHUWING and

TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals.

HONGKONG TO SAMSHUI.

Single Fare.....\$10.00

Return Fare.....17.50

HONGKONG TO WUCHOW.

Single Fare.....\$20.00

Return Fare.....35.00

The attention of Passengers is drawn to the

Magnificent Scenery on the West River.

Arrangements can be made for the Steamers

to stop at SHUI HING to enable Passengers to

visit the celebrated "MARBLE ROCKS" and

"CAVES."

For further information, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 16th October, 1899. [1392a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. O'Brien, will be despatched for the

above Ports, on SATURDAY, the 18th instant,

at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, 14th November, 1899. [1426a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo)

TO ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched as above

on SATURDAY, the 18th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 2nd November, 1899. [1378a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain K. Sobajima, will be despatched for the

above ports, on SUNDAY, the 19th instant,

at Daylight.

For Freight or Passage, apply to

MITSU BUSSAN KAISHA,

Agents.

Hongkong, 13th November, 1899. [1213a]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL,"

Captain "will be despatched as above

on MONDAY, the 20th November.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Agents.

Hongkong, 27th October, 1899. [1355a]

CHINA NAVIGATION COMPANY, LIMITED.

Intimations.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Port, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.
The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1892. [493]

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART-PRACTICE
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898. [45]

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1898. [43]

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
c/o This Office. [1048a]

The Share Market.

LATEST QUOTATIONS.

(November 16th).
Banks.
Hongkong and Shanghai Banking Corporation
—249 per cent. prem., buyers.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
47 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
—65 buyers.
National Bank of China, Ltd.—\$30.
Do. —\$30.
Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$242.
China Traders' Insurance Co., Ltd.—\$59.
North China Insurance Co., Ltd.—\$115.
Yangtze Insurance Assoc. Ltd.—\$121.
Canton Insurance Office, Ltd.—\$135 buyers.
Straits Insurance Co., Ltd.—\$5.
Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$330.
China Fire Ins. Co., Ltd.—\$87.
Shipping.
Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$29.
Indo-China Steam Navigation Company, Ltd.
—\$8.
China and Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$47.
China Mutual S. N. Co., Ltd.—(Preference)—
\$50 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
\$50 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$53
buyers.
Star Ferry Co., Ltd.—\$104.
Refineries.
China Sugar Refining Co., Ltd.—\$30.
Luzon Sugar Refining Co., Ltd.—\$47.
Mining.
Panjion Mining Co., Ltd.—\$9 buyers.
Do. Preference Shares—\$1.50.
Société Française des Charbonnages du Ton-
kin—\$300 buyers.
Queen Mines, Limited—\$0.47.
Joleba Mining and Trading Co., Ltd.—\$14.50
sales.
Raub Allain Gold Mining Co., Ltd.—\$64.
Olivera Freehold Mines, Ltd.—(A) \$9 buyers.
Olivera Freehold Mines, Ltd.—(B) \$7.
Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$1.50.
Books, Wharves and Godowns.
Hongkong Wharves & Dock Co., Ltd.—\$30
per cent. prem.
Hongkong and Kowloon Wharf and Godown
Company, Limited—\$87.
Wanchai Warehouse and Storage Co., Ltd.—\$45
buyers.
New Amoy Dock Co., Ltd.—\$183.
Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.
—\$9.50 buyers.
Hongkong Investment and Agency Co.,
Limited—\$112.
Kowloon Building Co., Ltd.—\$28.
West Point Building Co., Ltd.—\$30.
Hongkong Hotel Co., Ltd.—\$125.
Humphreys, Estate and Finance Co., Ltd.—
\$10.
Miscellaneous.
Green Island Cement Co., Ltd.—\$84.
China Borneo Co., Limited—\$104 buyers.
W. S. Watson & Co., Limited—\$10.25.
Hongkong Electric Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$189.
Gao Farwick & Co., Ltd.—\$12.
Hongkong Ice Co., Ltd.—\$125.
Hongkong High-Level Tramways Co., Ltd.—
\$147.
Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15 buyers.
Bell's Asbestos Eastern Agency, Limited—\$1
nominal.
Bells Asbestos Eastern Agency, Ltd.—\$5.
Cambridge & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$60.
Ewo Cotton Spinning & W. Co., Ltd.—\$1.62.
International Cotton Mfg. Co., Ltd.—\$1.75.
Lao-kung-mow Cotton Spinning & Weaving
Co., Ltd.—\$1.77.
Boy Chee Cotton Spinning Co., Ltd.—\$1.35.
Yahloong Cotton Spinning Co., Ltd.—\$1.55.
Tobacco Planting Co., Ltd.—\$4 per share.
Tobacco Planting Co., Ltd.—\$4.
Brewing, Kelly & Potts (Share Brokers).
Telephone Address—"Hillside."

EXCHANGE.

Hongkong, 16th November.
ON LONDON, Telegraphic Transfer, 1/11 5/16
Bank Bills, on demand1/11
Credits, 4 months' sight1/11 1/2
D'cents, 4 months' sight1/11 2/0
ON BERLIN, (demand)M. 1.99
Bank Bills, on demand2.45
Credits, 4 months' sight2.50
ON NEW YORK, Bank Bills, on demand47
Credits, 30 days' sight48
ON BOMBAY, Telegraphic Transfer144
On demand144
ON SHANGHAI, Telegraphic Transfer71
Private, 30 days' sight72
ON YOKOHAMA, T.T.44 per cent. prem.
Sovereigns, Bank's Buying Rate\$10.34
Gold Leaf too touch, per tael\$3.65
Bar Silver\$2.71
Dollars\$4 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 16th November.
New Patna897 per chest.
New Benares870
New Malwa870 per picul.
Old Malwa880/885
Persian, paper tied820

VISITORS AT THE HONGKONG
HOTEL.

Mr. J. H. Aitken
Mr. R. de Alberti
Mr. A. Andresser
Mr. Hy. W. Andrews
Mrs. John Angus
Dr. Bach
Mr. S. B. Bailey
Mr. B. J. Barlow
Mr. and Mrs. M. W.
Barrett
Mr. J. F. M. Bartlett
Mr. Beckmann
Mr. W. B. Black
Com. Blackburn, R.N.
Mr. R. W. Borthwick
Mr. and Mrs. A. H.
Bottenheim
Comte J. B. de Brosse
Mr. J. W. Brown
Mr. G. Brusse
Mr. A. Dunc
Mr. T. F. Burgdorff
Mr. and Mrs. Coleman
Miss Coleman
Mr. J. Cardona
Mr. A. B. Carter
Miss Carter
Mr. E. Carter
Dr. and Mrs. F. Clark
Mrs. J. H. Croxson
Miss Cunliffe
Mr. J. de Dietrich
Mr. P. C. D'Arcoche
Capt. G. W. van Den
Smiss
Miss Drum
Mr. M. Edwards
Mr. A. H. Ellis
Mrs. Farrell and child
Mr. and Mrs. J. S.
Fassett
Misses Fassett (2)
Mr. N. C. Fassett
Mr. J. F. Fassett, Jr.
Mr. F. E. Fassett
Miss M. C. Field
Mr. and Mrs. Fox
Mr. W. F. Guckel
Miss M. Geary
Mr. G. G. Gibson
Capt. Goddard
Major and Mrs. Griffin
Mrs. Groves
Mr. and Mrs. Gruen-
hagen
Mr. T. Guignard
Mrs. W. F. Gwynne
Mr. R. J. Hall
Mr. H. Hanitzker
Mr. C. Herdland
Mr. T. Howard
Mr. J. F. Hudger
Mr. G. Hülser
Mr. Magdon Ismail
Mrs. Jackson
Major and Mrs. Jeffreys
Mr. W. B. Jones
Mr. and Mrs. Joseph
Mr. and Mrs. Kahne
Mr. E. A. Katsch
Mr. E. D. Kingham
Mr. J. E. Lee
Mr. C. W. Longuet
Mr. C. W. Longuet
Mr. Mitchell
Lt. Col. The O'Gorman
Madame O'Gorman
Dr. Marx Pfeiffer
Hon. H. E. Pollock
Major C. W. Reilly
Comdr. R. W. Ramsey
Mrs. H. A. Sharp
Mr. A. Sinclair
Mr. A. Findlay Smith
Dr. Reich Stabsarzt
Mr. A. G. Stokes
Mr. O. D. Thomson
Mr. A. L. Tobler
Mr. C. H. Wheeler
Mr. A. G. Wood
Rev. F. Flynn, R.N.
Miss Von der Pfordten
Mr. R. F. Johnston
Miss Gladys Von der
Pfordten
Mr. C. Messer
Hon. and Mrs. R. D. M.
Ormsby
Capt. C. B. Simonds,
R.A.
Mr. and Mrs. Von der
Pfordten
Consul Volpicelli
Miss Lilie Von der
Madame Volpicelli
Pfordten

VISITORS AND RESIDENTS AT THE
PEAK HOTEL.

Mr. J. Anthony
Mr. H. F. R. Brayne
Mr. P. Bure
Capt. G. Callaghan
Capt. Van Corbach
Mr. G. H. Dann
Mr. and Mrs. W. H. T.
Davis and child
Mr. A. B. Denison
Mr. P. D. Denison
Colonel H. Elsdale
Mr. J. S. Ezekiel
Lt. Col. A. R. Fraser
Mr. H. H. Gompertz
Colonel E. H. Gorges
Staff-Surgeon and Mrs.
V. E. Home
Mrs. Howard
Major G. R. St. John
Mr. J. H. Kemp
Mrs. Geo. Lawless
Mr. J. E. Lee
Mr. C. W. Longuet
Mr. C. W. Longuet
Mr. Mitchell
Lt. Col. The O'Gorman
Madame O'Gorman
Dr. Marx Pfeiffer
Hon. H. E. Pollock
Major C. W. Reilly
Comdr. R. W. Ramsey
Mrs. H. A. Sharp
Mr. A. Sinclair
Mr. A. Findlay Smith
Dr. Reich Stabsarzt
Mr. A. G. Stokes
Mr. O. D. Thomson
Mr. A. L. Tobler
Mr. C. H. Wheeler
Mr. A. G. Wood

CRAGIEBURN.

Rev. F. Flynn, R.N.
Miss Von der Pfordten
Mr. R. F. Johnston
Miss Gladys Von der
Pfordten
Mr. C. Messer
Hon. and Mrs. R. D. M.
Ormsby
Capt. C. B. Simonds,
R.A.
Mr. and Mrs. Von der
Pfordten
Consul Volpicelli
Miss Lilie Von der
Madame Volpicelli
Pfordten

VESSELS IN PORT.

Steamers.
ALCOA, British steamer, 4,894, F. G. Hansford
15th Nov.—Mojito Nov., Coal.—P. M.
S. S. Co.
AMARA, British steamer, 1,705, C. J. Matlock,
15th Nov.—Mojito Nov., Coal.—J. M. S. Co.
BEMLAR, British steamer, 1,487, R. K. Noble
7th Nov.—Mojito Nov., Coal.—Gibb,
Livingston & Co.
DINCO MARU, Japanese steamer, 5,460, George
R. B. Cook, 21st Nov.—Mojito Nov.,
General.—Nippon Yusen Kaisha.

CATHERINE APCAR, British steamer, 1,735, J. G.
O. Oliffert, 15th Nov.—Calcutta 28th Oct.,
Penang and Singapore 6th Nov., General.
—David Sassoon, Sons & Co.
CHOWPA, British steamer, 1,050, J. Williamson,
15th Nov.—Bangkok 6th Nov., General.
—Butterfield & Swire.
CULGOA, American transport, 1,140, Comdr. J.
W. Carlin, U.S.N., 20th Oct.—Manila 17th
October.
EMPRESS OF INDIA, British steamer, 5,904,
O. P. Marshall, R.N.R., 1st Nov.—
Vancouver 10th Oct., and Shanghai 29th,
Malta and General.—C. P. R. Co.
EQUATORIAL, Belgian steamer, 1,335, W. Williams,
22nd Oct.—Swatow 21st Oct., Ballast.
—Laurie, Wegener & Co.
HANOL, French steamer, 730, Pannier, 14th
Nov.—Haiphong 12th Nov., General.
—A. R. Marty.
HOHENZOLLERN, German steamer, 2,039, H.
Kirchner, 6th Nov.—Yokohama 27th Oct.,
Kobe 31st, and Nagasaki 2nd Nov., General.
—Melchers & Co.
IDZUMI MARU, Japanese steamer, 2,093, M. J.
Curnow, 13th Nov.—Mojito Nov., General.
—Nippon Yusen Kaisha.
KUTSANG, British steamer, 1,495, R. C. D.
Bradley, 15th Nov.—Java 4th Nov., Sugar.
—Jardine, Matheson & Co.
LOOSKO, British steamer, 1,020, J. B. Jackson,
11th Nov.—Bangkok 3rd Nov., and Koh-
si-chang 4th, Rice and Timber.—Butter-
field & Swire.
MONOKUT, British steamer, 859, N. G. Major,
14th Oct.—Koh-si-chang 2nd Oct., Rice.
—Yuen Fat Hong.
NANKIN, British steamer, 2,557, C. H. Bennett,
R.N.R., 14th Nov.—Canton 25th Oct., and
Singapore 7th Nov., Cotton and Twist.
—P. & O. S. N. Co.
PHRA NANG, British steamer, 1,021, A. S.
Calder, 12th Nov.—Bangkok 3rd Nov.,
Swatow 11th, Rice.—Yuen Fat Hong.
PRONTO, Norwegian steamer, 950, Muller, 15th
Nov.—Canton 15th Nov., Ballast.
—Harting, Buschmann & Menzell.
SABINE RICKMERS, British steamer, 690, J. R.
Nasbet, R.N.R., 18th Oct.—Shanghai 15th
Oct., Ballast.—A. R. Co.
SALVADORA, American steamer, 688, Goltisodo,
12th Nov.—Manila 9th Nov., General.
—Brandao & Co.
SIDRIA, German steamer, 3,320, F. Brann,
12th Nov.—Kuchino 8th Nov., Coal.
—Carlowitz & Co.
SUEVIA, German steamer, 4,129, Th. Faerck,
14th Nov.—Mojito 8th Nov., Coals.
—Carlowitz & Co.
SUNGKIANG, British steamer, 1,021, S. W.
Moore, 12th Nov.—Manila 9th Nov.,
General.—Butterfield & Swire.
TAICHOW, British steamer, 862, P. S. Primrose,
12th Nov.—Bangkok 6th Nov., Rice.
—Yuen Fat Hong.
TANTALUS, British steamer, 2,281, Bartlett,
15th Nov.—Singapore 8th Nov., General.
—Butterfield & Swire.
TETARTOS, German steamer, 1,574, T. Desler,
14th Nov.—Mojito 9th Nov., Coal.—Siem-
sen & Co.
UNDAUNTED, British steamer, 2,026, S. Elcoule,
9th Nov.—Philadelphia 8th Sept., Kerosine
Oil.—Order.

Sailing Vessels.
ADOLPH ORRIG, American bark, 1,302, Arms-
bury, 17th Oct.—New York 5th May, Case
Oil.—Order.
LOTHAIR, Italian bark, 759, C. Lewanger,
1st Oct.—Callao Peru 21st July, Iron.—
Order.
MARY L. CUSHING, American bark, 1,549,
Pendleton, 1st Oct.—New York 16th May,
Case Oil.—Order.
RETAVER, British schooner, 96, Parker, 8th
Sept.—Honolulu 16th July, Ballast.—
Order.
REUCE, American ship, 1,828, D. Whitmore,
3rd Oct.—New York 30th May, Case Oil.
—Standard Oil Co.
SIMILA, British 4-masted bark, 2,087, Huestis,
25th Aug.—Cebu and Philippine Islands
22nd Aug., Ballast.—Order.
ST. JAMES, American bark, 1,453, R. M. Tapley,
29th Sept.—Manila 12th Sept., Ballast.—
Order.
ST. MARK, American ship, 1,861, D. W. Dudley,
7th Nov.—Manila 19th Oct., Ballast.—
Master.
STATE OF MAINE, American ship, 1,500,
Colcord, 9th Oct.—New York 10th May,
Kerosine Oil.—Standard Oil Co.
WARATAH, British schooner, 25, Haynes, 23rd
Sept.—Takow 15th Sept., Ballast.—Mr. F.
W. Hall.
WEST YORK, British bark, 706, N. S. Faister,
9th Nov.—Albany, W.A. 4th July, Sandal
Wood.—Order.
WM. H. CONNELL, American ship, 1,424, J. J. T.
Eskine, 14th Oct.—New York 7th May,
and Rio Janeiro 11th July, Kerosine.
—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, November 16th, 1899.
Alacrity, despatch-vessel, 1,725 tons, 10 6-pd.
q.t. guns, 3,000 h.p., Commander A. H.
Smith-Dorrien, Hongkong.
Algerine, sloop, 1,200 tons, 6 guns, 1,100 h.p.,
Comdr. E. J. W. Slade, Hongkong.
Aurora, British cruiser, 5,600 tons, Capt. E. H.
Bayly, Wei-hai-wei.
Basilisk, 1st class battleship, 13,000 tons, 14
guns, 13,163 h.p., Captain Hon. S. G. J.
Colville, C.B., Nagasaki.
Bonaventure, 2nd class cruiser, 4,360 tons, 18
guns, 9,500 h.p., Capt. R. L. J. Montg.
8th Nov.—C.B., R.N., Shanghai.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600
h.p., Capt. Wrey, Shanghai.
Centurion, 1st class battleship, 10,500 tons, 14
guns, 13,000 h.p., Captain J. R. Jellicoe,
Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,
Comdr. G. W. W. Ingham, Shanghai.
Endymion, British cruiser, 7,350 tons, Capt. G.
A. Callaghan, Hongkong.
Esch, coast defence gunboat, 363 tons, 3 guns,
200 h.p., Lieut-Comdr. C. Chadwick,
Shanghai.
Fame, twin-screw, torpedo-boat destroyer, 360
tons, 5,400 h.p., Lieut-Com. W. J. Keyes,
Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns,
360 h.p., Hongkong.
Havoc, twin screw, torpedo-boat destroyer, 360
tons, 5,400 h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 18
guns, 9,500 h.p., Capt. R. S. D. Cumming,
Hongkong.
Humber, storeship, 1,640 tons, 800 h.p., Com.
H. J. Davidson, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8
guns, 7,000 h.p., Capt. H. N. Dudding,
Shanghai.
Linnets, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Commander W. W.
Smythe, Hongkong.
Orlando, British cruiser, 5,600 tons, Capt. J.
Burke, Japan.
Pearl, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut-Comdr. P. S. St. John,
Manila.

Pigmy, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut-Comdr. J. F. E. Green,
Wei-hai-wei.
Plover, 1st class gunboat, 453 tons, 6 guns,
1,200 h.p., Lieut-Comdr. C. V. de M.
Copper, Hongkong.
Redpoll, British gunboat, 805 tons, Capt. F. F.
Haworth Booth, Hongkong.
Sandpiper, British river-gunboat, 2 guns, Lt.
Comdr. Carr, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Fochow.
Tang, receiving ship, 4,600 tons, Comdr.
Towell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3
guns, 1,000 h.p., Lieut-Comdr. H. E. Hill-
man, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 h.p., Capt. A. C. Clarke,
Wei-hai-wei.
Victorious, British battleship, 14,900 tons, 32
guns, 12,000 h.p., Captain A. Schomberg,
Wei-hai-wei.
Waterwitch, surveying vessel, 620 tons, Com-
mander W. P. Dawson, Fochow.
Whiting, twin screw, torpedo-boat destroyer,
360 tons, 5,400 h.p., Lieut-Comdr. E.
Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns,
1,000 h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p.,
Lieut-Comdr. Watson, on the Yangtze.
Woodlark, British gunboat, 2 guns, 550 h.p.,
Lt-Comdr. R. A. Norton, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35,
36, 37 and 38, first-class; and 3 second-class
boats.

Italian.
Carlo Alberto, Italian cruiser, 7,000 tons,
Capt. Roberto, en route Shanghai.
Etna, Italian cruiser, 3,530 tons, Capt. G.
Ciosello, Chiofo.
Liguria, Italian cruiser, 4,500 tons, Captain
Casseta, Singapore.
Mareo Polo, Italian cruiser, 22 guns, 10,000
h.p., Captain Ed. Incarnato, Singapore.
Piemonte, Italian cruiser, 2,800 tons, 12 guns,
Captain Gliniani, Hongkong.
Stromboli, Italian cruiser, 3,550 tons, 36 guns,
6,252 h.p., Captain Bregante, Shanghai.
Miscellaneous.
Kaiserin Elisabeth, Austrian cruiser, 4,500
tons, 9,000 h.p., Capt. Julian, Singapore.
Liberal, Portuguese gunboat, 588 tons, Comdr.
Cunha, Hongkong.
Presidente Sarmiento, Argentine cruiser, 2,850
tons, Capt. Betbedes, Manila.

FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

The Russian Squadron.
Admiral Kurofist, Russian armoured cruiser,
5,000 tons (twin screw), 36 guns, 9,500 h.p.,
Captain Jakovlev, at Nagasaki.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200
h.p., Captain Eliskiy, at Nagasaki.
Bobra, Russian gun-vessel, twin-screw, 950 tons,
13 guns, 1,150 h.p., Captain Dobrovolsky,
at Nagasaki.
Dimitri Donkoy, Russian armoured cruiser,
5,893 tons, twin screw, 34 guns, 7,000 h.p.,
Comdr. Sharon, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin
screw, 18 guns, 3,500 h.p., Capt. Serbere-
nikoff, at Nagasaki.
Gremiatichy, Russian armoured cruiser, 1,492
tons, twin screw 12 guns, 2,000 h.p., Capt.
Mikhashevsky, at Nagasaki.
Koryetz, Russian cruiser, 1,200 tons, 9 guns,
2,150 h.p., Capt. Sillmann, at Nagasaki.
Mandury, Russian cruiser, 1,213 tons, twin
screw, 14 guns, 1,500 h.p., Capt. Yakovlev,
at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10
guns, 9,000 h.p., Captain Yenish, at Naga-
saki.
Nayevich, Russian cruiser, 1,334 tons, 14 guns,
1,800 h.p., Capt. Zarine, at Nagasaki.
Otravny, Russian armoured cruiser, 1,490 tons,
twin screw, 12 guns, 2,000 h.p., Captain
Copriakov, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36
guns, 8,000 h.p., Captain Niedermiller, at
Nagasaki.
Rostia, Russian armoured cruiser, 12,000 tons,
22 guns, 14,500 h.p., Capt. Demojoff, at
Vladivostok.
Rurik, Russian flagship, 10,940 tons, armoured
twin screw cruiser, 1st class, 48 guns,
13,500 h.p., Capt. Haupt, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p.,
Capt. Barronoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 10,000 tons,
14 guns, 8,500 h.p., Capt. Mollas, at Naga-
saki.
Stovutich, Russian gunboat, 950 tons, twin
screw 13 guns, 1,200 h.p., Capt. Soubatin,
at Nagasaki.
Vladimir Monomach, Russian cruiser, 6,000
tons, 16 guns, Prince Ouchtomsky, at Che-
mulpo.
Vostok, Russian torpedo gunboat, 4 guns, 650
h.p., Com. Molchouky, at Nagasaki.
Vysadnik, Russian torpedo boat, 400 tons, 18
guns, twin screw, 1,500 h.p., Capt. Rogulia,
at Nagasaki.
Zabikaz, Russian cruiser, 1,230 tons, 20 guns,
2,000 h.p., Capt. Shkruff, at Nagasaki.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING).
Borgo, 1st class, Russian torpedo boat, 81 tons,
3 guns, 2 torp tubes 1,700 h.p., speed 21
knots.
Revel, 1st class, Russian torpedo boat, 96 tons,
3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Suvaborg, 1st class, Russian torpedo boat, 69
tons, 3 guns, 2 torp tubes 780 h.p., speed
19.7 knots.
(1st and 2nd class.)
Fero, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Jantchich, Russian torpedo boat, 87 tons, 4
guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns,
1,200 h.p., 22 knots.
Novorostik, Russian torpedo boat, 87 tons, 4
guns, 2,000 h.p., 22 knots.
Podorenich, Russian torpedo boat, 23 tons, 1
gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220
h.p., 16 knots.
Storjorin, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Soochinka, Russian torpedo boat, 87 tons, 4 guns,
970 h.p., 19 knots.
Sterlad, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.
Utsuri, Russian torpedo boat, 140 tons, 4 guns,
1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexieff.
Flagship of Rear-Admiral F. V. Dubosoff.
Flagship of Rear-Admiral Reouod.

THE FRENCH SQUADRON.

Bayard, French flagship, 1,968 tons, 36 guns,
4,500 h.p., Capt. Joannitt, at Yokohama.
Beaumont-Duval, French cruiser, 1,216 tons,
14 guns, 895 h.p., Capt. Ternet, at Chiofo.
Comite, French gunboat, 473 tons, 6 guns, 631
h.p., Captain Simon, at Saigon.
Ducourty, French protected cruiser, 3,985 tons,
36 guns 631 h.p., Captain Bernard, at
Nagasaki.
Eclairer, French cruiser, 1,608 tons, 15 guns,
2,408 h.p., Capt. Texier, at Along Bay.
Inconstant, French cruiser, 891 tons, 8 guns,
850 h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 4,500 tons, 10 guns,
8,000 h.p., Capt. Aubin, at Fochow.
Lion, French gunboat, 473 tons, 8 guns, 576
h.p., Capt. Amot, at Shanghai.
Pastor, French protected cruiser, 4,000 tons,
36 guns, 9,000 h.p., Capt. M. Motel,
Hongkong.
Pluvier, French despatch-boat, 545 tons, 4
guns, 500 h.p., Comdr. Vidal, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns,
860 h.p., at Saigon.
Triumphante, French armoured cr., 4,700 tons,
24 guns, 2,400 h.p., Capt. B. de Broitrel, at
Saigon.
Vauban, French flagship, 6,150, Capt. Boutet
at Haiphong.
Viper, French gunboat, 463 tons, 6 guns, 441
h.p., Comdr. Constolle, at Bangkok.
+ Flagship of Rear-Admiral Gigault de
Bedollier.

THE GERMAN SQUADRON.

Deutschland, German battleship, 8,400 tons,
18 guns, 5,360 h.p., Capt. Müller, at Hong-
kong.
Gefion, German cruiser, 4,207 tons, 25 guns,
9,000 h.p., Capt. Rollmann, at Kiaochow.
Hertha, German cruiser, 6,000 tons, Capt. S. v.
Uesedom, at Hongkong.
Ilis, German gunboat, 10 guns, 1,600 h.p.,
Captain H. H. Luns, on the Yangtze.
Irene, German cruiser, 4,400 tons, 24 guns,
8,000 h.p., Capt. Oheimeier, at Kinchow.
Jaguar, German cruiser, Captain Kunderling,
at Kinchow.
Kaiserin Augusta, German cruiser, 6,000 tons,
12 guns, 13,010 h.p., Captain Guich, at
Shanghai.
Möwe, German surveying vessel, 970 tons,
Captain Merton, at Samoa.
Prinzess Wilhelm, German cruiser, 4,400 tons,
22 guns, 8,000 h.p., Captain Truppel, at
Kiaochow.
+ Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Bennington, U.S. gunboat, 1,710 tons, 6 guns,
3,436 h.p., Com. C. H. Arnold, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p.,
Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199
h.p., Comdr. S. W. Verry, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,800 h.p.,
Lieut-Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns,
6,666 h.p., Capt. Gen. W. Pignat, at
Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405
h.p., Comdr. S. M. Ackley, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p.,
Comdr. J. W. Carlin, at Manila.
Glacier, U.S. supply-ship, Lieut-Comdr. J. B.
Briggs, at Manila.
Helena, U.S. gunboat, 1,597 tons, 8 guns, 1,998
h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. dispatch-ship, 6,100 tons, 1,300 h.p.,
Lieut-Comdr. W. H. Everett, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750
h.p., Lieut-Comdr. A. P. Naro, at Manila.
Monadnock, U.S. double-turret monitor, 3,990
tons, 6 guns, 3,000 h.p., Comdr. John
McGowan, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns,
850 h.p., Com. G. A. Bicknell, at Shanghai.
Montevideo, U.S. double-turret monitor, 4,084
tons, 4 guns, 5,244 h.p., Comdr. E. H. C.
Leutze, at Manila.
Nanshan, U.S. collector, Lieut. L. A. Kaiser,
at Manila.
Oregon, 1st class U.S. battleship, 10,288 tons,
16 guns, 11,111 h.p., Capt. G. F. Wilde,
at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095
h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns,
800 h.p., Comdr. Harry Knox, at Manila.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns,
1,081 h.p., Comdr. W. T. Burwell, at
Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns,
3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,170 tons,
10 guns, 3,800 h.p., Capt. G. E. Ide, at
Manila.
Zafiro, U.S. dispatch-vessel, Master A. M.<